

# THE ILLUSTRATED LONDON NEWS

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IN THE LONDON "ATMOSPHERE OF CALM AND OF IMPARTIALITY": THE BULGARIAN PEACE DELEGATES DINING IN PUBLIC, AT THEIR HOTEL.

In the left foreground of the drawing is seen General Paprikoff; on the further side of the table are M. Michael Madjaroff (on the left) and (on the right) Dr. Daneff. Of Dr. Daneff it should be said that he has been Vice-President of the Sobranje; Minister for Foreign Affairs; Prime Minister; and President of the Sobranje. He is now President of the Grand Sobranje. He represented Bulgaria in the Permanent Court of Arbitration at the Hague. He was prominent at the recent Tchataldja Armistice

Conference. General Paprikoff has been Commandant of the Military Academy in Sofia; Chief of the General Staff; Minister for War; Minister to St. Petersburg; Minister for Foreign Affairs; and, most recently, Bulgarian Military Representative with the Montenegro army. M. Madjaroff has been Minister of Public Works; became Vice-President of the Sobranje in September 1911, and last January was appointed Minister in London. The delegates are here seen at the Ritz.

DRAWN BY OUR SPECIAL ARTIST, CYRUS CUNEO, R.O.I.



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## PARLIAMENT.

NEVER was a recess more welcome to members of the House of Commons than the single week they are to enjoy at this Christmas season. The Prime Minister's firm refusal to promise a Temperance Bill for next session is the most agreeable political news which the great majority on both sides have received for a considerable time. Overworked and weary, they can only tolerate the present legislative strain by indulging in the hope that it will be relieved in the autumn of 1913. The fact that even under the guillotine Liberal Members may revolt against their leaders was shown in connection with the Disestablishment scheme of the Welsh Bill, when the Government majority fell to fifty. Mr. France, "a convinced Nonconformist and a loyal Liberal," proposed to give the Church better terms than were allowed in the Bill, by leaving to her all the endowments with the exception of tithe, and this was seconded by Mr. Gladstone in a speech which was characterised by a lofty spirit, by eloquence and persuasiveness, and which was heard with sincere pleasure in a House where his name is held in high honour. The Home Secretary, however, declined at this stage to make any concession, and Mr. Lyttelton, on behalf of the Church, refused to give up the tithe, although supporting the amendment so far as it would mitigate her loss. Mr. Lloyd George, in one of his most brilliant oratorical efforts, reasoned with the doubting, wavering men behind him, and expressed his desire for a settlement; but, notwithstanding the pressure brought to bear on Liberals, nine of them, excluding the tellers, voted against the Government, and a much larger number deliberately absented themselves, the Ministers being once more saved by the Irish Nationalists. The main part of every day this week, except Friday, was devoted to the Welsh Bill, the debates upon it being followed with greater interest than was excited by Home Rule. More fortunate than the Commons, the Peers have adjourned for a month, their heavy and responsible work lying before them. One of the best products of the session so far has been the Criminal Law Amendment Act (popularly known as the White Slave Trade Bill), which was brought in by Mr. Arthur Lee, and taken up by the Government, and which received the Royal Assent on Dec. 14. Mr. Lee has earned the gratitude of many men of all parties by the share he has had in this beneficent addition to the Statute Book. It has given him a reputation as a social reformer.

## THE PLAYHOUSES.

### "THE TIDE," AT THE QUEEN'S.

"THE NEW SIN," so remarkable as a young dramatist's first achievement, led us all to hope great things of Mr. Basil Macdonald Hastings. The terseness of that play's wit and the naturalness of its dialogue were as pleasing as the unconventionality of its treatment of an ingenious idea and the freshness of the author's outlook. But somehow he seems to have given us his best wine first. "Love—What Then?" showed a distinct falling-off from the piece on the strength of which, presumably, it was accepted; it seemed like earlier and more immature work. The same criticism is even more pertinent to Mr. Hastings' latest essay in drama, "The Tide," wherein the ideas and views of life expressed never give the impression of emanating logically from the characters to whom they are attributed, nor even of voicing the author's opinions, but rather appear to be the ill-digested results of cramming in modern sociological literature. If the probabilities were not against the notion, this melodramatic handling of the sentiment of maternity might be set down as Mr. Hastings' prentice effort towards his craft. Coming, as it does, third in the series of his acted plays, it marks a very disquieting retrogression in the matter of power and mastery over material. Plucky Miss Ethel Warwick plays the part of Felicity with considerable intensity, though her style still stands in need of discipline. Mr. Norman Trevor is virile as the doctor; Miss Muriel Harvey, a charming ingénue; and Mr. Shiel Barry, who gives a telling study of the fisher-boy, deserve commendation. But the best performance at the Queen's is that of Miss Cicely Hamilton, called upon to enact, as she does with beautiful feeling, the childless woman who had adopted Felicity's daughter; here, for once, Nature seemed to be speaking.

## THE NEWLY DISCOVERED REMBRANDT: "ST. BARTHOLOMEW."

WITH reference to the reproduction, in our Photogravure Supplement, of the picture of St. Bartholomew, by Rembrandt, it should be added that the date on the canvas, which has been bought by Mr. Henry Goldman, has now been confirmed as being 1657, and its history has been made known. "The picture was acquired in Holland" (we quote the *Times*) "in the third quarter of the eighteenth century by Prince Laval, who was Minister to the Empress Catherine of Russia, as well as her chief adviser and agent in matters of high art. . . . It will be recalled that the Empress Catherine purchased from the Earl of Orford in 1779 the highly esteemed collection of 198 pictures from Houghton Hall, Norfolk. . . . These paintings now form one of the outstanding features of the Hermitage Gallery. . . . Although it is not known from which Dutch collector Laval acquired the 'St. Bartholomew' . . . he seems to have thought so highly of it that he preferred to keep it to himself. On his death his collection was bequeathed to his daughter, who had become Princess Troubetzkoy. . . . In time it passed to one of her daughters, and became the property of the one who had married a certain Davydoff. In due course it was inherited by her grandson, Wassily Davydoff. . . . Its subsequent history is now a matter of common knowledge. . . . One of its former owners had thought fit to employ an artist to paint out the knife, the symbol of St. Bartholomew, and for it substitute a book. . . . however, skilful cleaning brought to light the ordinary kitchen knife that Rembrandt had painted."

## AUTOMATIC LIGHTHOUSES ON THE PANAMA CANAL.

(See Illustrations.)

ON another page we give some remarkably interesting illustrations of Mr. Gustaf Dalen's acetylene flashing system for lighthouses, beacons, and buoys, the lights of which are operated automatically by the action of the sun, and consequently do not require a permanent light-keeper. The system, it is announced, is to be used on the Panama Canal. Some further details of the methods employed may here be given. An article on the same subject, we may add, appears in the current issue of the *World's Work*.

One direction in which acetylene has proved especially valuable is for the lighting of buoys and beacons in out-of-the-way or not readily accessible positions, such as can only be rarely visited for purposes of replenishing, but which are nevertheless very essential for safe navigation. In this connection it is of interest to observe that in the Report of the Royal Commission on Lighthouse Administration, published a few months ago, several witnesses expressed their belief in the possibilities of dissolved acetylene for the purposes indicated above. The replenishing and replacing of exhausted reservoirs is a very simple process when dissolved acetylene is used, for the tube containing the liquid can be carried with ease in a small boat and occupies very little space. The exhausted tube which it replaces is then carried away to be recharged from a central generating station.

Naturally, in the case of remote districts, it is exceedingly desirable that the apparatus should work with as little attention as possible; and, indeed, be left alone for several months. Fortunately, the acetylene flame, being very "stiff" in character, can maintain itself in gale, and is not liable to blow out. Quite recently a further step has been taken by the design of an automatic flash-light at definite and regular intervals, predetermined by the mere adjustment of a small screw. This is accomplished by the pressure of the gas, which is caused to accumulate in a suitable vessel until a certain limit of pressure is obtained, when the light is automatically shut off, leaving only the bye-pass burning. Then the pressure again falls, and the cycle of operations begins *de novo*.

A very ingenious form of valve of this description, working on the Dalen system, was exhibited by the Acetylene Illuminating Company at the Cantor Lectures delivered before the Royal Society of Arts by Mr. Leon Gaster, editor of the *Illuminating Engineer*. A flash-light arrangement of this kind is not only preferable because its intermittent character makes it more fitted to attract attention, but it is also more economical. For instance, when very short flashes of only 3 seconds duration every third second can be used, a very considerable saving of gas is effected as compared with continuous burning.

Recently, however, yet another step has been taken. In an ordinary lighthouse it is the duty of the keeper to extinguish and light the lamps as occasion requires. They are, of course, kindled when nightfall approaches, but the keeper must also put his apparatus into action in a severe fog. An automatic arrangement to replace human judgment in this respect also has been obtained by a very ingenious "Solar Valve," also the invention of Mr. Gustaf Dalen, chief engineer of the Gas Accumulator Company, of Stockholm. The action of this valve depends upon the difference in expansion of a series of rods exposed to the rays of the sun. Some of these are blackened and therefore greedily absorb all the radiation falling upon them; others are polished and reflect a very large proportion unchanged; they, therefore, expand less. This difference in expansion is utilised to adjust the position of a lever which turns on and off the gas. In the night-time, therefore, when no radiation falls upon the apparatus, matters are adjusted so that the main tap is opened and also the bye-pass is burning. But when sunrise occurs, and the light is no longer required, the rays of the sun strike the containing-vessel, pass through the glass envelope in which the rods are enveloped, and give rise to a difference in temperature, and therefore, of expansion, which arrests the flow of gas, the bye-pass remaining alight. Naturally a heavy fog, by effectually cutting off this radiation, would again cause the light to be kindled.

This "automatic lighthouse-keeper" is said to prove entirely reliable and successful in practice, and, even in Northern latitudes, to cause a saving of 30 to 40 per cent. of gas; in tropical regions this economy would be even greater. In Sweden, where about 1200 beacons of various kinds are installed, the apparatus has been extensively utilised. When we recall the large number of isolated buoys and beacons distributed about the world, the possibility of a considerable sum being saved, both in cost of attendance and in actual gas consumed in a given period, will be readily appreciated.

Another method of producing a local source which shall automatically light up and extinguish itself was mentioned by W. B. von Czudnochowski in the *Illuminating Engineer*: this device aroused no little interest at the Exhibition of Naval Architecture and Ship-Building held in Berlin.

L. G.

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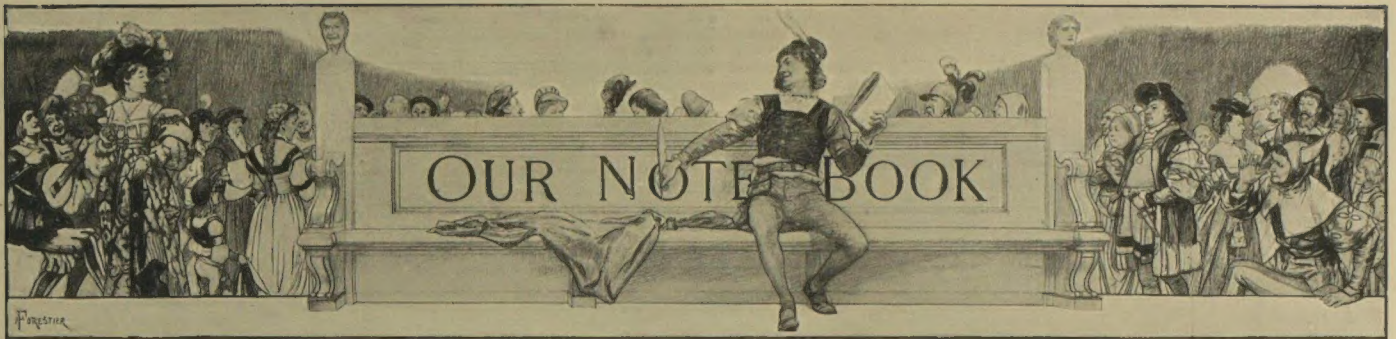
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BY G. K. CHESTERTON.

I AM sorry that the comic costume festival which was organised for Christmas by one of the chief Dickensian societies has unavoidably fallen through. It is not for me to reproach those traitors who found it impossible to turn up: for I was one of those traitors myself. Whatever character it was that I was expected to appear in—Jingle, I suppose, or possibly Uriah Heep—was, under a final press of business, refused by me. These Dickensian enthusiasts were going to have a Christmas party at Rochester, where they would brew punch and drink punch, and drive coaches and fall off coaches, and do all the proper Pickwickian things. How many of them were ready to make a hole in the ice, to be wheeled about in a wheelbarrow, or to wait all night outside a ladies' school, the official documents have not informed me. But I would gladly take a moderate part. I could not brew punch for the Pickwick Club; but I could drink it. I could not drive the coach for the Pickwick Club—or, indeed, for any club except the Suicide Club; but I could fall off the coach amid repeated applause and enthusiastic encores. I should be only too proud if it could be said of me, as of Sam's hyperbolic old gentleman who was tipped into the hyperbolic canal, that "is 'at was found, but I can't be certain 'is 'ead was in it." It seems to me like a euthanasia: more beautiful than the passing of Arthur.

But though the failure of this particular festivity was merely accidental (like my own unfortunate fall off the coach), it is not without its parallel in the present position of Dickensians and Christmas. For the truth is that we simply cannot recreate the Pickwick Club—unless we have a moral basis as sturdy as that of Dickens, and even a religious basis as sturdy as that of Christmas. Men at such a time turn their backs to the solemn thing they are celebrating, as the horses turn their backs to the coach. But they are pulling the coach. And the best of it is this: that so long as the Christmas feast had some kind of assumed and admitted meaning, it was praised, and praised sympathetically, by the great men whom we should call most unsympathetic with it. That Shakespeare and Dickens and Walter Scott should write of it seems quite natural. They were people who would be as welcome at Christmas as Santa Claus. But I do not think many people have ever wished they could ask Milton to eat the Christmas pudding. Nevertheless, it is quite certain that his Christmas ode is not only one of the richest but one of the most human of his masterpieces. I do not think that anyone specially wanting a rollicking article on Christmas would desire, by mere instinct, the literary style of Addison. Yet it is quite certain that the somewhat difficult task of really liking Addison is rendered easier by his account of the Coverley Christmas than by anything else he wrote.

I even go so far as to doubt whether one of the little Cratchits (who stuffed their spoons in their mouths lest they should scream for goose) would have removed the spoon to say, "Oh, that Tennyson were here!" Yet certainly Tennyson's spirits do seem to revive in a more or less real way at the ringing of the Christmas bells in the most melancholy part of "In Memoriam." These great men were not trying to be merry: some of them, indeed, were trying to be miserable. But the day itself was too strong for them; the time was more than their temperaments;

great Victorians. Macaulay, who was really great in his way, is rejected; Cobbett, who was much greater, is forgotten. Dickens is not merely alive: he is risen from the dead. But the difficulty is in the failing under his feet, as it were, of that firm historic platform on which he had performed his Christmas pantomimes: a platform of which he was quite as unconscious as we, most of us, are of the floor we walk about on. The fact is that the fun of Christmas is founded on the seriousness of Christmas; and to pull away the latter support even from under a Christmas clown is to let him down through a trap-door. And even clowns do not like the trap-doors that they do not expect. Thus it is unfortunately true that so glorious a thing as a Pickwick party tends to lose the splendid quality of a mere Mummery, and become that much more dull and conventional thing, a Covent Garden Ball. We are not ourselves living in the proper spirit of Pickwick. We are pretending to be old Dickens characters, when we ought to be new Dickens characters in reality.

The conditions are further complicated by the fact that while reading Dickens may make a man Dickensian, studying Dickens makes him quite the reverse. One might as well expect the aged custodian of a museum of sculpture to look (and dress) like the Apollo Belvedere, as expect the Pickwickian qualities in those literary critics who are attracted by the Dickens fiction as the materials for a biography or the subject of a controversy; as a mass of detail; as a record and a riddle. Those who study such things are a most valuable class of the community, and they do good service to Dickens in their own way. But their type and temperament are not, in the nature of things, likely to be full of the festive magic of their master. Take, for example, these endless discussions about the proper ending of "Edwin Drood." I thought Mr. William Archer's contributions to the query some time ago were particularly able and interesting; but I could not, with my hand on my heart, call Mr. William Archer a festive gentleman, or one supremely fitted to follow Mr. Swiveller as Perpetual Grand of the Glorious Apollos. Or again, I see that Sir William Robertson Nicoll has been writing on the same Drood mystery; and I know that his knowledge of Victorian literature is both vast and exact. But I hardly think that a Puritan Scot with a sharp individualistic philosophy would be the right person to fall off the coach. Sir William Nicoll, if I remember right, once forcibly described his individualist philosophy as "firing out the fools." And certainly the spirit of Dickens could be best described as the delight in firing them in. It is exactly because Christmas is not only a feast of children, but in some sense a feast of fools, that Dickens is in touch with its mystery.

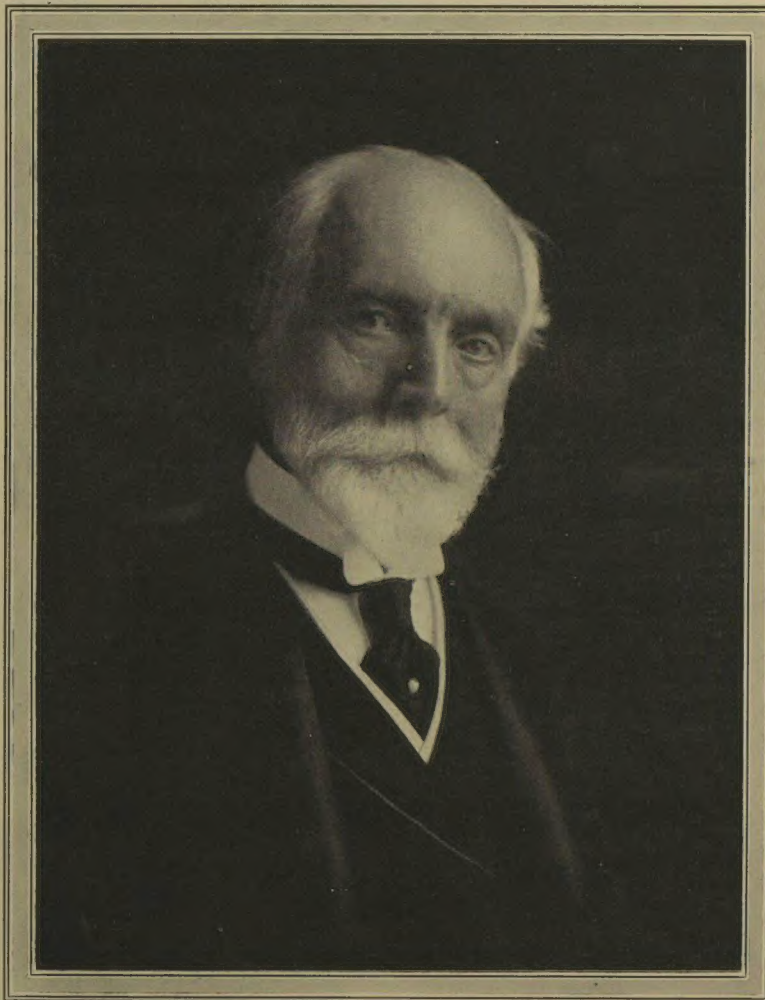


Photo: Ernest Mills.

A GREAT PROMOTER OF BRITISH AND AMERICAN GOODWILL: THE LATE MR. WHITELAW REID, THE UNITED STATES AMBASSADOR.

Mr. Whitelaw Reid, whose death is universally deplored in this country, had been American Ambassador to the British Court for eight years. By his charming personality, his public speeches and lectures, and the munificent hospitalities of Dorchester House and West Park, he exercised a strong influence towards goodwill between the two great English-speaking peoples. Mr. Whitelaw Reid began life in journalism, and he was a war-correspondent in the American Civil War. In 1869 he became managing-editor of the *New York Tribune*, and, later, its editor and chief proprietor. His first diplomatic appointment was that of Minister to France, from 1889 to 1892. In 1897 he came to London as Special Ambassador for the Diamond Jubilee. Mr. Whitelaw Reid married, in 1881, Miss Elizabeth Mills, daughter of the late Darius Ogden Mills. Their daughter married the Hon. John Ward, son of the first Earl of Dudley. Mr. Asquith announced in Parliament the Government's offer to convey the body of the late Ambassador to America on a battle-ship.

the tradition was alive. The festival was roaring in the streets, so that prigs and even prophets (who are sometimes worse still) were honestly carried off their feet.

The difficulty with Dickens is not any failure in Dickens, nor even in the popularity of Dickens. On the contrary, he has recaptured his creative reputation and fascination far more than any of the other



# "ON REALLY NEUTRAL GROUND": THE OPENING OF THE PEACE CONFERENCE.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



ADDRESSED BY THEIR HONORARY BRITISH PRESIDENT: THE PEACE DELEGATES LISTENING TO THE SPEECH OF WELCOME  
MADE BY SIR EDWARD GREY, AT ST. JAMES'S PALACE.

The first sitting of the Peace Conference of London was formally opened at St. James's Palace by Sir Edward Grey at twenty minutes past twelve on December 16. In the course of his speech, which he delivered in French, Sir Edward said: "His Majesty the King desires me to convey to you his welcome. . . . You will, I believe, find here in England an atmosphere of calm and of impartiality that will be favourable to your work; and within these rooms which you occupy you will be on really neutral ground, where

there will be no politics except your own. . . . I assure you that you have the goodwill of everyone in the object for which you are assembled here, and that by accomplishing Peace you will secure the respect of the whole of Europe." Later an exceptional and unexpected compliment was paid to Sir Edward, Dr. Daneff expressing what he declared to be the unanimous wish of the delegates that the British Minister for Foreign Affairs should be honorary president of the Conference.



## THESEUS LEADING THE CAPTIVES OUT OF THE LABYRINTH? A PROVENÇAL DANCE REVIVED AT COVENT GARDEN.

DRAWN BY CYRUS CUNEO, R.O.I.



## MOVEMENTS WHOSE ORIGIN IS UNKNOWN: DANCING

The Farandole, which was so entertaining a feature of the recent Arabian Nights Ball at Covent Garden, is an old Provençal peasant-dance, a chain-dance in which those taking part join hands, or grasp the ends of handkerchiefs, and then, turning under each other's arms, revolve in a spiral round a single couple. In one figure, they pass beneath the arms of these two, "oranges-and-lemons" fashion. Originally, the dancers, with hands linked, would traverse the whole village on saints' days and other festivals. The origin of the Farandole is obscure. There are those who say that it is practically identical with the old Greek Crane Dance, which, according to Maurice Emmanuel, had nothing to do with cranes, but represented Theseus leading the captives in single file out of the Labyrinth. Describing

## THE FARANDOLE. AT THE ARABIAN NIGHTS BALL.

the dance as shown on a sixth-century vase (we quote the "Times"), M. Emmanuel writes: "It is a long line in which a man and a woman holding hands alternate regularly. Theseus himself is their leader; he precedes them playing his lyre and advances towards Ariadne, who seems to marvel at the splendour of the procession. The dancers are simply the destined victims of the Minotaur, snatched by Theseus from the fate which awaited them in the depths of the Labyrinth." At Covent Garden, the dance commenced to the original traditional music and with the steps attributed to the thirteenth century; and was continued with steps and music of later periods—from the Braule to the Ronde, Carmagnole, Contredanse, Can-Can, Two-Step, and so to the modern rag-time, "Everybody's Doing It."





# **PORTRAITS AND PERSONAL NOTES.**



Photo. E.N.A.

**PRINCE LUDWIG OF BAVARIA,**  
Who succeeds his father, Prince Luitpold, as  
Prince Regent of Bavaria.

Augustine of Tuscany. In 1866, as commander of a division, he fought in the war against Prussia. Four years later he fought for Prussia in the Franco-German War, was present at Gravelotte and Sedan, and accompanied the Emperor William I. at Versailles. Prince Luitpold became Regent of Bavaria in 1886, when his nephews Ludwig II., who drowned himself in that year, and Otto, who is still under restraint, had both been declared insane. The late Prince Regent was a man of simple tastes and was greatly respected by his people.



Photo. Illus. Bureau.

**THE LATE LIEUTENANT  
WILFRED PARKE, R.N.,**  
The first British Naval  
Officer to be killed in a  
flying-disaster.

In his photograph the new Prince Regent of Bavaria, Prince Ludwig, hardly looks much younger than his father whom he succeeds. As a matter of fact, he is sixty-seven, while the deceased Prince was ninety-one.

Prince Ludwig served under his father in the war with Prussia in 1866, and was severely wounded at Helmstadt. The bullet has never been extracted to this day. He is now more interested in agricultural than military matters, and has devoted much attention to the development of waterways. He married in 1868 the Archduchess Marie Theresa of Austria-Este, who is a lineal descendant of Mary Queen of Scots, and is regarded by Jacobite Legitimists as rightful Sovereign of Great Britain. Prince and Princess Ludwig have nine children, the eldest of whom, Prince Rupprecht, married in 1900 Marie Gabrielle, daughter of Duke Karl of Bavaria.

Mr. W. Ellison Macartney, who

**PRINCESS LUDWIG OF BAVARIA,**  
Wife of the new Prince Regent, and regarded by Jacobites as "Legitimist"  
Queen of England.

has been appointed Governor of Tasmania, has for the last nine years ruled in a somewhat smaller sphere, territorially speaking, as Deputy Master of the Royal Mint. He was born in Dublin in 1852, and was educated at Eton and Oxford. From 1885 to 1903 he sat as M.P. (Unionist) for South Antrim, and for five years during that period he was Parliamentary Secretary to the Admiralty. His wife is a daughter of the late Mr. John Edward Scott, of Devonport.

It is noticeable that in three accidents to service aeroplanes there have been two lives lost in each case. Lieutenant Wilfred Parke, who with Mr. A. Hardwicke, his passenger, was killed by a fall in their aeroplane at Wembley on Dec. 15, has the melancholy distinction of being the first naval officer to lose his life in an aviation disaster. Lieutenant Parke was a

time the airmen were on their way from Hendon to Oxford.

Dr. William James Howarth, who has been elected Medical Officer of the City in succession to Dr. William Collingridge, has for some five years been Medical Officer of Health for Kent. Before that he held a similar appointment for Derbyshire. He is President of the Home Counties Branch of the Incorporated Society of Medical Officers of Health. Dr. Howarth took his degrees at Manchester.

Mr. George H. Perley, who, it was recently stated, is to represent Canada on the Committee of Imperial Defence, has for some time been in the Canadian Cabinet, as a Minister without portfolio. He represents the county of Argenteuil in the Dominion Parliament, and is a Director of the Bank of Ottawa.



Photo. Illus. Bureau.

**THE LATE MR. ARKELL  
HARDWICKE,**  
Killed with Lieutenant Parke  
in the flying-disaster at  
Wembley.

Newfoundland. Earlier still, he was for over twenty years engaged in the Straits Settlements, where he constructed the fortifications of Singapore. He was also engineer of the Admiralty works at Hong-Kong.

Sir Harry Barron, who has been appointed Governor of Western Australia, has since 1909 been Governor of Tasmania, where he is to be succeeded by Mr. Ellison Macartney. Sir Harry, who was born in 1847, became a Lieutenant in the Royal Artillery when he was twenty, and attained the rank of Major-General in 1904. When he retired to go to Tasmania three years ago he was commanding the Royal Artillery at Malta.



Photo. Illus. Bureau.

**AFTER THE FATAL FALL AT WEMBLEY: THE WRECKAGE OF THE AEROPLANE IN WHICH  
LIEUTENANT PARKE AND MR. A. HARDWICKE WERE KILLED.**

son of the Rev. Alfred W. Parke, Rector of Uplyme, Lyme Regis, and became a midshipman in the Navy in 1905. He took up flying in 1911, and about seven months ago was appointed to the *Acton* as a flying officer of the Naval Wing of the Royal Flying Corps. He was very popular among his brother officers.

Mr. Arkell Hardwicke, who accompanied Lieutenant Parke on the fatal flight and shared his fate in the disaster, was manager of Messrs. Handley Page, Ltd., the makers of the monoplanes which bear their name, and in one of which the accident occurred. At the



Photo. Russell.

**MR. W. ELLISON MACARTNEY, P.C.,**  
Deputy Master of the Mint—Appointed  
Governor of Tasmania.



Photo. Niels.

**DR. W. J. HOWARTH,**  
Appointed Medical Officer for the  
City of London.



Photo. Barratt.

**MR. GEORGE H. PERLEY,**  
Who is to Represent Canada on the  
Committee of Imperial Defence.



Photo. Lafayette.

**SIR HENRY MCCALLUM,**  
Governor of Ceylon, who has resigned  
owing to ill-health.



Photo. Ellis, Malta.

**MAJOR-GENERAL SIR HARRY BARRON,**  
Who has been Appointed Governor of Western  
Australia.



# MAN'S FIRST SCULPTURES OR NATURE'S WORK? REMARKABLE FLINTS.

PHOTOGRAPHS BY DHARVENT.



FASHIONED BY THE HAND OF TIME OR BY DWELLERS IN PREHISTORIC DAYS: STONES, BEARING CURIOUS RESEMBLANCE TO ANIMAL FORMS, WHICH SOME SUGGEST WERE SCULPTURED MANY YEARS BEFORE HISTORY BEGINS.

There are those who argue that flints of the class illustrated owe their likenesses to animal forms to the hands of prehistoric men who, recognising particular natural suitability in each case, sculptured them and then worshipped them. On the other side, there are others—and it must be confessed that they are in the majority—who assert that the "likenesses" on the

flints are merely accidental, brought about by the chipping resulting from natural causes. There are, of course, many instances of natural "portraiture" on a larger scale, as, for example, the Queen Bess Rock near Newquay. The best flint specimens have been found in England. The belief that the stones show the work of primitive man dates back some seventy years.



# TAKEN UNDER FIRE: BATTLE-GROUNDS, FROM A BULGARIAN 'PLANE.



1. A PHOTOGRAPH TAKEN DURING THE WAR FROM A BULGARIAN MILITARY AEROPLANE ENGAGED ON SCOUTING; THE MARITZA RIVER, BETWEEN MUSTAPHA PASHA AND ADRIANOPLE.

The Bulgarians contrived to use their military aeroplanes with considerable effect during their operations against the Turkish forces. The most novel employment of some of them was the dropping of proclamations, in the Turkish language, into Adrianople and the Ottoman defences about it. Translated, the leaflet, according to the Central News, read: "The Bulgarians do not make war against the Mohammedan people, but against Turkish misrule. We do not want to shed blood unnecessarily, but wish to deliver you from the Turkish

2. PHOTOGRAPHED FROM A BULGARIAN MILITARY AEROPLANE ON ACTIVE SERVICE: A VIEW OF THE STATION AND CAMPS AT MUSTAPHA PASHA.

yoke. . . . In two hours the Bulgarians will be in Constantinople. . . . Why let yourselves be killed to please your Pashas? Nearly 1000 guns are directed against Adrianople. If the town does not surrender it will be set on fire." Later came news, at present unconfirmed, that a part of Adrianople had been set on fire by bombs dropped from Bulgarian aeroplanes. Early in December, Mr. Bennet Burleigh wired to the "Daily Telegraph" saying that two Bulgarian airmen had just told him of a biplane flight over Adrianople at a height of about

(Continued opposite.)



# TAKEN UNDER FIRE: BATTLE-GROUNDS, FROM A BULGARIAN 'PLANE.



1. TAKEN BY A PASSENGER ABOARD A BULGARIAN MILITARY AEROPLANE ON ACTIVE SERVICE DURING THE WAR: MUSTAPHA PASHA: SHOWING THE STATION AND MILITARY TRAINS.

*Continued*  
 1700 yards: "They could see the city and the movements of the Turks in the streets and forts quite clearly. The Bulgarian batteries were heavily shelling the enemy. The Turks proceeded to fire upon the aviators. All the shells burst at least 350 to 450 yards below the machine. For half an hour the aviators flew about, taking note of everything. . . . A startling surprise . . . was in store for them. The Turks had sunk a gun in a pit, and fired as they passed overhead. . . . The missile passed upward. It burst, but they had by

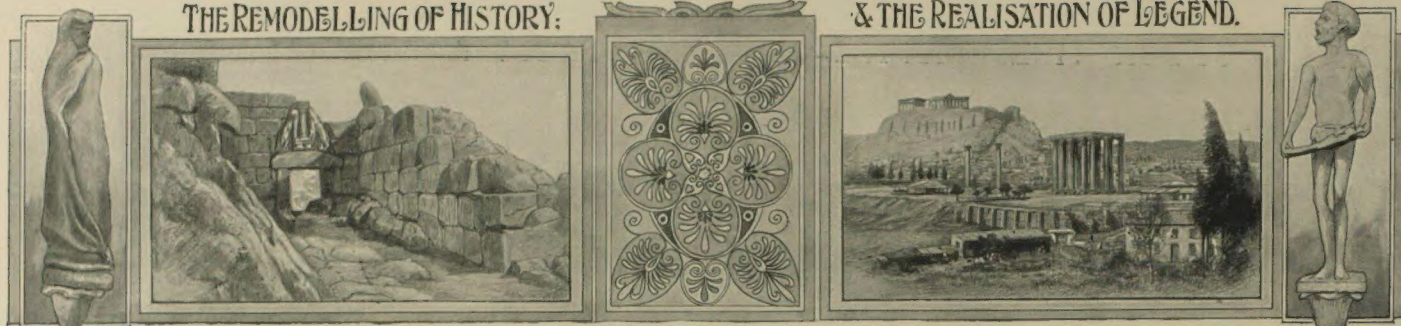
2. PHOTOGRAPHED FROM A BULGARIAN MILITARY AEROPLANE ENGAGED ON SCOUTING DUTY BETWEEN HEADQUARTERS AND ADRIANOPLE: MUSTAPHA PASHA STATION AND CAMPS.

that time gone a long distance forward, and none of the fragments came near them." The photographs on these two pages were taken during a flight from Mustapha Pasha to Adrianople. "It was a very bad day for taking photographs, and in any case one has to be very careful when using films on an aeroplane, because if tabs of paper flutter on to the engine the machine may be brought down." This disastrous result would, of course, be due to the paper becoming entangled in the mechanism and blocking it.



## THE REMODELLING OF HISTORY:

## &amp; THE REALISATION OF LEGEND.



## XVI.—CAPITAL OF THE KING OF THE GOLDEN TOUCH: THE CITY OF MIDAS.

IT is rumoured that a Danish expedition is to be sent to explore the wonderful group of rock-monuments and sites in Central Asia Minor which attests the short-lived splendour of the Phrygian kingdom between, say, 800 and 650 B.C. That someone should do this with adequate funds and official support has long been desired devoutly. The extraordinary and enigmatic character of the monuments, the place which their makers hold in Greek story on the one hand, and, possibly, in Assyrian annals on the other—the significance of the position which they occupied on the great East-West roads of pre-Persian times—the mystery which obscures their origin and the uncertainty of their ultimate fate—all these considerations combine to make the excavation of the central site, and a survey of its neighbourhood, most important for archaeologists and historians of the Near East. We know no ancient name for that central site—it seems to have been as nameless in the later Greek and the Roman times as now—and for want of a better, Ramsay, who has explored the district more thoroughly than anyone else, called it the Midas City.

This name was suggested to him by the great tomb—if it be one—which is the principal monument of the place and of the district and, in its way, of all Asia Minor. I saw it twenty-five years ago, and still hold it without a rival of its kind. A cliff nearly one hundred feet high has been artificially scarped from top to bottom and cut back to a smooth face, an interlacing fret design being left standing out in relief over the whole vast expanse. At the foot is a small false door; at the top the rock has been shaped into a noble pediment, like that of a Greek temple, and inscribed, in large Greek-looking Phrygian characters, with words among which stands out the name of Midas, son of Lavaltas. The boldness of the whole conception on that great scale, its faultless execution, and the rich simplicity of the decoration produce the most powerful impression. Standing before it, but far enough away to take in the general effect, one confesses it is not to be surpassed. And one can imagine the feelings of Martin Leake when, having arrived and camped in the valley after dark one night in 1800, all-unconscious, like everybody else in Europe, that such a thing existed, he woke to see the Tomb of Midas in the first light of morning.

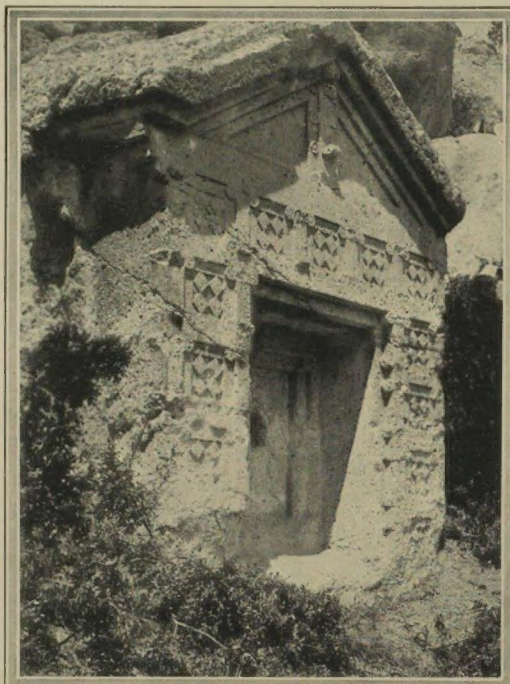
A tomb it should be on the analogy of lesser monuments in the district which have its façade, or something like it, in miniature; but no burial chamber of Midas has been detected. The lesser tombs often show reliefs of human figures, or of lions, or both—sometimes of the Phrygian Cybele guarded by her lions.

After the Midas Tomb, the most famous are the Lion Tombs at Ayazinn, some distance to the south. One of these, now fallen in huge fragments, has not only magnificent lions of very Assyrian appearance on the sides (it was made out of a projecting bastion of rock), but a relief of two warriors in crested helmets attacking a strange Gorgon creature with their levelled spears; the other has two rampant lions guarding its door, which have often been compared to the rampant beasts over the gate of the citadel at Mycenæ. Some

Of what race were these kings called Midas, who seemed to the Greeks of the west country so godlike, and left such legends of their wealth? How much of the peninsula did they rule? Whence did they derive the art with which their tombs were made, and the letters with which they were inscribed? Were they the same as those kings called Mita, who, according to Assyrian annals, marshalled the people of the Muski against Sargon and Ashurbanipal? If they were, they must have been lords of no mean territory: for the Muski were undoubtedly the dominant race in Cappadocia too. They had once raided even to Mesopotamia, and brought out an Assyrian king, Tiglath Pileser I., in full strength against them; and, when they retired across the Euphrates, they perhaps continued to hold its western bank with the great fortress of Carchemish. Had they spread also to Phrygia? Mita may be Midas, but it also may be the name of a merely Cappadocian king. It was of old standing in the Mesopotamian East, where had long dwelt the "people of Mita," the Mitanni. Moreover, the Muski seem to have adopted Hatti civilisation, art, and letters, while the monuments of Phrygian kings and people are, except in two or three instances, not of Hatti character but of another, which looks Western, and supports the Greek story that the Phrygians had come out of Europe. On the other hand, inscriptions in the same alphabet and language as those cut on the Tomb of Midas have been found (though rarely) in Cappadocia; and one cannot but ask, if Mita of the Muski was not Midas of Phrygia, how comes it that the latter, who was ruler of a people great enough to make such monuments, has passed unmentioned in the annals of those Assyrian kings who concerned themselves with Asia Minor just at the epoch to which, on all grounds, the Phrygian kingdom is to be assigned?

To all such questions, and especially to that important one—whence did the Phrygians get their alphabet?—some sort of answer may be expected from excavation at the Midas City. On the flat top of the cliff-ringed acropolis, an extraordinary fortress of immense strength, there seemed, when I saw it, to be not much earth; but one never knows till one tries, and there is certainly plenty round the foot of the cliffs where, presumably, the bulk of the city lay. There are other walled fortresses near by, and any number of tombs, and thickly wooded labyrinthine valleys which may well conceal any number more. I know few districts more likely to repay exploration, and none more likely to delight the explorer, and keep him in the best of health.

D. G. HOGARTH.



DECORATED IN A STYLE WHICH RECALLS IONIAN WORK: THE BARSHISH TOMB, SHAPED LIKE A HOUSE OR SMALL TEMPLE, WITH PEDIMENT.

Photograph by Courtesy of Mr. J. G. C. Anderson, of Christ Church, Oxford.

of the smaller tombs in the district also are well worth notice, especially one in the wooded glen of Bakshish, which stands free, fashioned like a house. Altogether these make a singular group of monuments, as much in need of further exploration as is the great citadel above the Midas Tomb, with its long ramp flanked by carved rock-faces and its inscribed rock-altars. We wish to learn many things from this exploration.



OF VERY ASSYRIAN APPEARANCE: A FALLEN FRAGMENT OF THE LION TOMB AT AYAZINN. The lions formerly stood rampant on the flanks of the rock bastion in which the tomb was cut.

Photograph by Courtesy of Mr. J. G. C. Anderson, of Christ Church, Oxford.



BEARING AN INSCRIPTION IN PHRYGIAN CHARACTERS: A ROCK-ALTAR IN THE MIDAS CITY. The origin of the Phrygian alphabet is the chief problem which it is hoped the excavations may solve.



# WAS MIDAS A EUROPEAN?—MYSTERIOUS PHRYGIAN ROCK MONUMENTS.

PHOTOGRAPHS BY KIND PERMISSION OF MR. J. G. C. ANDERSON, OF CHRIST CHURCH, OXFORD.



1. WITH A GEOMETRIC FAÇADE AND FLANKING LIONS: A PILLAR TOMB.

3. DECORATED WITH HERALDIC MOTIVES CONNECTED WITH THE WORSHIP OF CYBELE: A TOMB NEAR KUMBET.

2. "THE PRINCIPAL MONUMENT OF ALL ASIA MINOR": THE GREAT TOMB OF MIDAS CARVED OUT OF A HIGH CLIFF.

4. LIKE THE GATEWAY AT MYCENÆ, BUT GRANDER: THE LION TOMB AT AYAZINN.

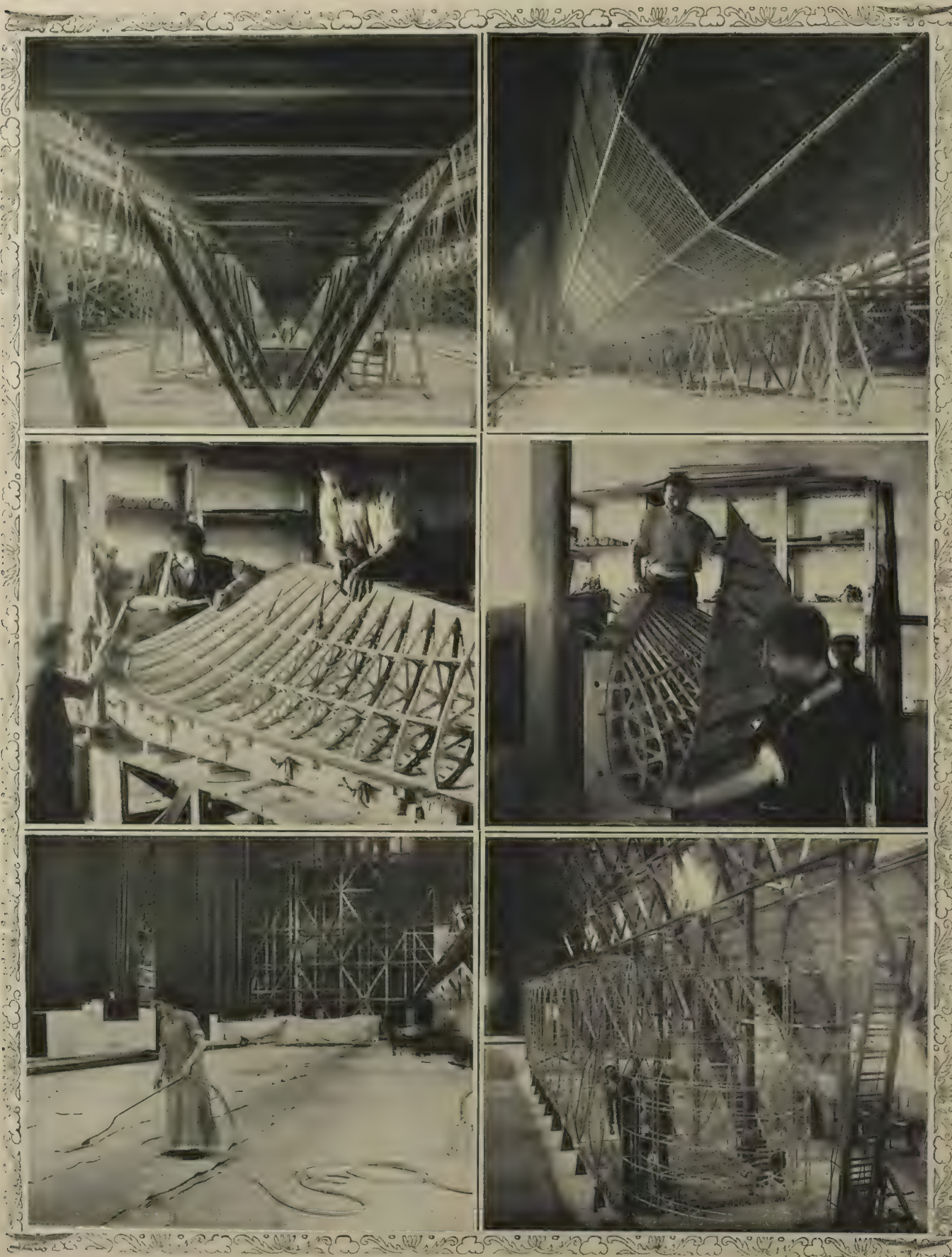
As Mr. D. G. Hogarth points out in his article opposite, the excavation of the mysterious rock-monuments of Phrygia may throw light on various problems that puzzle archaeologists, especially the question whence the Phrygians got their alphabet, and whether, as Greek legend had it, they came out of Europe. Mr. Hogarth says: "We know no ancient name for that central site. . . . Ramsay [i.e., Sir W. M. Ramsay, of Akerden], who has explored the district more thoroughly than anyone else, called it the Midas City. This name was suggested to him by the great tomb—if it be one—which is the principal monument of the

place and of the district, and, in its way, of all Asia Minor." The famous Midas of Greek story, he of the golden touch and the ass's ears, was, it will be recalled, a king of Phrygia. He was the son of Gordius, who gave his name to the Gordian knot. Martin Leake, to whom Mr. Hogarth alludes, was an archaeologist who travelled widely in Asiatic Turkey and in Greece. He was sent by the British Government on a mission to the East in 1808, and wrote "A Tour in Asia Minor." Of the photographs here reproduced Mr. Hogarth says: "They are almost the only ones in existence of these monuments, and far the best."



# BUILDING AN AIR-CRAFT OF THE CLASS OF WHICH BRITAIN OWNS FEW.

PHOTOGRAPHS BY BRANGER AND TRAMPUS.



## THE MAKING OF A BATTLE-SHIP OF THE AIR: CONSTRUCTING A SPIESS RIGID DIRIGIBLE BALLOON.

There is so much talk just now of the biplanes, monoplanes, and dirigibles of the nations that we need offer no excuse for the publication of the photographs given on this page and on the one which follows it; and certainly not for the fact that the dirigible whose making we depict is of foreign construction, for is it not known that Great Britain has ordered a dirigible from Germany and another from France, both, by the way, of the non-rigid type?

Mr. Winston Churchill stated in the House of Commons the other day that Germany possesses one naval air-ship, nine military air-ships, and fourteen private; seven of the last-named being of little value, and one being built for an attempt to cross the Channel. As to Great Britain, the Royal Flying Corps possesses the "Beta," the "Gamma," and the "Delta," and there is a new "Gamma" under construction, to the cost of which the naval funds will

*(Continued opposite.)*



## MAKING A BATTLE-SHIP OF THE AIR: BUILDING A DIRIGIBLE BALLOON.

PHOTOGRAPH BY BRANGER.



THE SKELETON OF A FIGHTER ABOVE THE EARTH: THE FRAMEWORK OF A SPIESS RIGID DIRIGIBLE (OF FRANCE) SEEN FROM ABOVE.

*Continued.*

contribute half. These all belong to the military wing. The naval wing has one Willows air-ship; and (on order) the French dirigible and the German dirigible to which reference has been made. It is the opinion of Mr. Claude Grahame-White that in the war of the future dirigibles will be, as it were, the "battle-ships" of the air, and will be attended by biplanes and monoplanes as "scout-boats." The Spiess rigid dirigible (of France)

has a maximum length of 288½ feet, a maximum diameter of 39½ feet, and a volume of 293,000 cubic feet. It has a total lift of nearly 9 tons. The hull is 14-sided, girdered, and supported by an inner network of wire. There are eleven separate gas-bags. Two 120-h.p. motors are estimated to drive it at thirty-five miles an hour. There are four propellers, driven, and arranged as in the Zeppelins.



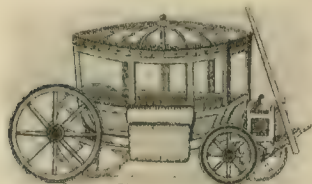
## Literature



Illuminator

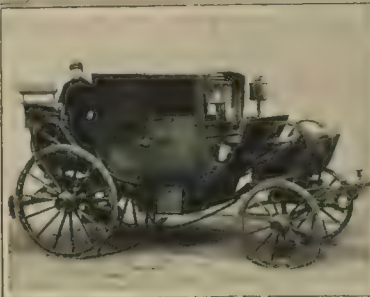
## "Carriages and Coaches."

When we took up Mr. Ralph Straus's "Carriages and Coaches" (Martin Secker) curiosity directed us at once to "Automobile" in the Index. This volume, we said to ourselves, is undoubtedly designed as the handsome obsequies over the departed, and by many lamented, wagon drawn by horses. And the reference to the text was interesting. There we found recalled an article



IN THE DAYS OF CHARLES I.: A COACH ILLUSTRATED IN "COACH AND SEDAN PLEASANTLY DISPUTING." From "Carriages and Coaches."

written less than twenty years ago by Mr. H. L. Marillier, in which that ingenious gentleman—not dreaming he was prognosticating no far-off event—indulged the fancy of a city on whose streets were as many horseless as horse-driven vehicles. That fancy is already realised, but while he admits so much, Mr. Straus does not despair of a reaction in favour of the more leisurely mode of locomotion. The horse, he opines, is not yet doomed to extinction. But Mr. Straus has no hope of further evolution of the coach which the renaissance horse will propel. No radical new type of carriage, he thinks, will be constructed. And thus, as we surmised, this is a memorial volume to the horse-drawn vehicle. Innumerable are the types of such vehicles that have been evolved, from the Hittite chariot, and earlier, to the Ralli and the governess cart. The variety of their nomen-



THE PRECURSOR OF THE "IRON HORSE": AN ENGLISH POSTING CHARIOT OF THE EARLY 19TH CENTURY. From "Carriages and Coaches."

four. It, or the "buggy," supplanted the "one-horse shay," which was a development of the French cabriolet transported to America with the Huguenots. The old "cab" was two-wheeled, and the name was carried on in a four-wheeled vehicle that was no cab at all. On its lines Lord Brougham ordered a carriage for himself and



THE HORSE-DRAWN VEHICLE AS IT WAS IN THE STREETS OF NINEVEH: AN ASSYRIAN CHARIOT. From "Carriages and Coaches."

his single horse which fixed a type and a name. The "tribus," with its five windows, two in front, one on each side, and another below the seat of the driver, was evidently a kind of observation hansom. There was a "quartobus," also. The omnibus—under another name—

## CARRIAGES AND COACHES: Their History and their Evolution.

BY RALPH STRAUS.

Illustrations Reproduced by Courtesy of the Publisher, Mr. Martin Secker.

was an outcome of the old "gondola," both being French in origin, and akin to a third, the "coucou," in which it was possible to accommodate, beside the

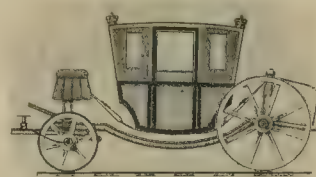
driver, two passengers who were called "lapins" (rabbits). So we might run on interminably about

## Mesopotamia and Kurdistan.

Mr. E. B. Soane in his book "To Mesopotamia and Kurdistan in Disguise" (Murray) has given the reading public a much better work than the rather tiresome title would lead us to expect. In the first place, he is an experienced traveller, well able to endure whatever fate and Turkish administration might elect to inflict in the way of hardship and delay. Secondly, he did not travel

luxuriously—neither his purse nor his temperament permitted—and consequently he met men face to face and gives us impressions of life as it is. Then again, he is a linguist, although he apologises for the accomplishment as though it were one that could not rightly be referred to in print; and lastly, his route lay through some of the most attractive country on the face of the earth, and he is an educated as well as an observant man.

His additions to our knowledge of Kurdish history and of Chaldean history are as important as they are interesting, and his tribute to the Kurds is not the less valuable because he admits his partiality for men who, for all their faults—and they are not a few—treated him with unvarying kindness. In a brief notice of a well-written and well-informed work that fills four hundred closely packed pages, it is not possible to deal with any



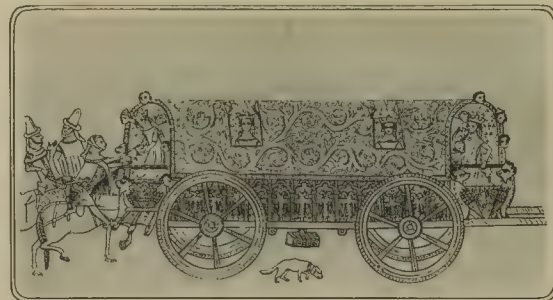
IN THE DAYS OF CHARLES II.: AN ILLUSTRATION OF A COACH FROM THRUPP'S "HISTORY OF COACHES." From "Carriages and Coaches."



HOW THE FARMER CARRIED WHEAT IN THE 14TH CENTURY: A REAPER'S CART, FROM THE "LOUTERELL PSALTER."

From "Carriages and Coaches."

clature is in itself an entertainment. An invention of Mr. William Boulnois was the "omnibus slice," otherwise known as the "back-door cab." Superior persons, we are told, called it a "minibus," and a type that followed it on a larger scale, a "duobus." Again, a wheeled affair of the phaeton kind, peculiar to Dublin, if we mistake not, was named a "noddie"—a tribute to its instability. To the "whiskey" Mr. Straus makes many allusions, but he does not, as he might, remind us of Sir Walter's description of that venerable specimen of antediluvian coach-building, in "St. Ronan's Well." The "whiskey" is to be distinguished, so we are informed, from the curricule and the gig or chaise; but a remark which follows seems to require some elucidation: "When a gig had two horses it was a curricule, and when only one a chaise." The "sulky" of our eighteenth century ran on two wheels, but passing to America, and to great popularity there, it became the present very perfect creation on



HOW ROYALTY TRAVELLED IN THE 14TH CENTURY: AN ENGLISH CARRIAGE ILLUSTRATED IN THE "LOUTERELL PSALTER."

From "Carriages and Coaches."



OF THE TYPE INTRODUCED INTO FLORENCE IN 1672: AN EARLY ITALIAN GIG, PRESERVED IN THE SOUTH KENSINGTON MUSEUM.

"They . . . so increased in numbers that in a few years there were nearly a thousand in the city. . . . Beneath the shafts are two long straps of leather, and a windlass to tighten them—this apparatus was, no doubt, to regulate the spring of the vehicle to the road travelled over."—[From "Carriages and Coaches,"]

merely the names of the curiosities in Mr. Straus's volume, which we recommend as a veritable mine of entertainment.

side of the author's adventures at length, but it is of interest to mention some of the cities through which he passed. Aleppo, Urfa, Diabekr, Mosul, Sulaimania, Baghdad, and Basra are sufficient to suggest that the narrative of the journey must needs be a fascinating one in the hands of a competent traveller, and the author has more rather than less of the mental equipment that goes to the making of a readable book. Even the best books of this kind lose a great deal of their interest from the inability of the author to converse on intimate terms with the people he encounters: it was Mr. Soane's great advantage that he could assume a disguise and preserve it. Men spoke to him freely and gave him of their best—not only in food and shelter, but in answer to his questions about their politics, history, and social life. The standard of travel-books has risen considerably of late, but Mr. Soane has nothing to fear from any comparison with the best.



BY A FAMOUS ETCHER: AN EXAMPLE OF ETIENNE'S WORK.

FROM THE DRY POINT BY ADRIEN ETIENNE; PUBLISHED BY THE MAISON DEVAMBEZ.



FROM A MASTER'S NEEDLE. X.—"LA FEMME ACCOUDÉE."

We continue the interesting series of dry-points by Adrien Etienne, the famous French etcher, a number of which have already appeared in our pages.



## GREETING FROM THE SEA: HOW JACK SENDS MESSAGES ASHORE.

PHOTOGRAPH BY CRIBB.



SHOWING THE WIRELESS APPARATUS WHICH MAKES IT POSSIBLE FOR SAILORS AT SEA TO SEND GOOD WISHES TO THOSE AT HOME: DREADNOUGHTS STEAMING THROUGH A SNOWSTORM; PHOTOGRAPHED FROM THE DREADNOUGHT'S CONTROL-TOP.

This photograph is not only exceedingly picturesque in itself—a fact it seems superfluous to point out—but brings home once more how close the sailor on the high seas now is to those ashore. Wireless telegraphy has bridged the waters, and greetings which not so very long ago had to be imagined can be read and so enjoyed the more.



## NEVER EXHIBITED AND SO OVERLOOKED: AN UNRECORDED REMBRANDT.

REPRODUCED BY COURTESY OF MESSRS. DUVEEN BROTHERS.



BELONGING TO THE FINEST MOMENT OF THE GREAT DUTCH ARTIST'S ACHIEVEMENT: THE "ST. BARTHOLOMEW,"

SIGNED "REMBRANDT F.," WHICH HAS BEEN SENT TO NEW YORK.

It was announced in the "Times" the other day that this apparently unrecorded picture of "St. Bartholomew," by Rembrandt, had lately been sent by Messrs. Duveen Brothers to their New York establishment, and that it was likely that it would be purchased by Mr. Henry Goldman. "The painting belongs to the finest moment of the great Dutch artist's achievement, when, although he had drifted into financial difficulties that caused him to be declared a bankrupt, the spiritual beauty of his artistic utterance was in no

way clouded by any element of pessimism or bitterness. It is, moreover, fully signed 'Rembrandt f' . . . and bears a date which may be read as 1657. . . . The canvas that has lately crossed the Atlantic measures 48½ inches by 39½ inches, and appears never to have been exhibited, and so has been overlooked by Smith, Vosmaer, Dr. Bode, and those critics who have during the last half-century written with authority. . . . It is by no means unusual . . . for an authentic picture by Rembrandt to come to light unexpectedly."



## THE SHOE-SORTERS: A LAUGHTER-PROVOKING EVENT IN A GYMKHANA AT SEA.

DRAWN BY S. BEGG.



BREAKING THE MONOTONY OF A LONG VOYAGE: A LADIES' SHOE RACE IN FULL SWING ABOARD A LINER.

The competitors have to race the length of the deck to a sack containing their shoes; have to sort out their own, put them on, and then race back again. To add to the difficulties of the ladies, it is usual to mix with their shoes a number belonging to non-competitors.



## THE FINEST ICE-RUN: THE CRESTA FROM START TO FINISH.

PHOTOGRAPHS BY COURTESY OF MRS. AUREY LE BLOND.



"THE FINEST ICE-RUN IN THE WORLD": THE CRESTA—ITS CROW'S-NEST AND GRAND STAND ON A ST. MORITZ RACE DAY.



AT THE START: A COMPETITOR LEAPING ON TO HIS MACHINE.



ON A 1-IN-5 SLOPE: APPROACHING CHURCH LEAP.



IN FULL SWING: THE FIRST GREAT BANK AFTER CHURCH LEAP.

"The Cresta is generally conceded to be the finest ice-run in the world and has been the scene of many keenly contested tussles between International and English champions. The valley in which it lies, beginning in St. Moritz itself and terminating near the village of Cresta, is naturally adapted for the purpose. It was first used about 1877 simply as a snow-run. In 1884 the St. Moritz Tobogganing Club was formed and a

course partially marked out, and in 1885 it was made more completely and the banks iced. This was the real beginning of this magnificent track. . . . Gradually the run has assumed its present fine condition; nevertheless, long, heavy, and expert labour is necessary every year to build the course properly, and many thousands of tons of snow have to be moved before the foundations and banks are ready for use. . . . The

(Continued opposite.)



# CREATED ANNUALLY AT A COST OF 6000 FRANCS: THE CRESTA RUN.

PHOTOGRAPHS BY COURTESY OF MRS. AUDREY LE BLOND



FORMING, WITH THE SHUTTLECOCK, A HUGE "S": BATTLEDORE CORNER.



FORMING, WITH THE BATTLEDORE, A HUGE "S": SHUTTLECOCK CORNER.



WITH MOUNTAINS BEHIND: THE RUN FROM THE POINT AT WHICH IT CROSSES THE ROAD.



A PICTURESQUE TURN: AT BULPETT CORNER.



SEEN FROM THE BRIDGE: THE END OF THE RUN.

*Continued.*  
permanent length of the run is 1320 yards, or  $\frac{1}{2}$  mile exactly. In past years this length has varied slightly. . . . The total fall from start to finish is 514 feet, with an average grade of 1 in 77 in varying gradients as follows: 1°. At the Start, 1 in 37; 2. Approach to Church Leap, 1 in 5; 3. Church Leap, 1 in 28; 4. 1st and 2nd Banks, 1 in 44; 5°. Av. Gr. for Top Section, 1 in 6; 6° Battledore, 1 in 62; 7° Av. Gr. for 2nd Section, 1 in 86; 8. The Straight, 1 in 78; 9. Cresta Leap, 1 in 5; 10. Av. Gr. for Third Section,

1 in 87." The length of the first section is 364 yards; that of the second, 392 yards; that of the third, 564 yards. "The smallest radius of curvature of the steepest banks—viz., Battledore and Shuttlecock, is 75 feet, with virtually right angles." The average annual cost of constructing and maintaining the run is 6000 francs. We quote that authoritative work, "The Book of Winter Sports." It should be noted that the photograph of the end of the run shows also, to the right, the end of the bob run.



## BORNE TO THE SALA REGIA: THE POPE CARRIED TO HIS THRONE.

PHOTOGRAPH BY UNDERWOOD AND UNDERWOOD.



### ABOUT TO PLACE RED HATS ON THE HEADS OF NEWLY CREATED CARDINALS: HIS HOLINESS PIUS X. ON HIS WAY TO THE RECENT PUBLIC CONSISTORY.

It is the rule that newly created Cardinals shall receive their red hats, which are the outward signs of their rank as Princes of the Church, at a public Consistory in Rome, and with ancient ceremony. Each advances to the foot of the Papal Throne to receive his hat, and the Pope repeats the customary formula. After this, the hood of the new Cardinal's *cappa magna* is drawn over his head by the two Masters of Ceremonies. On this the Pope places the "hat," which is handed to him by the Maggiordomo.

This is of scarlet cloth, folded in scarlet silk; with scarlet tassels, fifteen in number, and cords. The hat is on the Cardinal's head for a few seconds after the Consistory; is set at his feet when he is lying in state after death; rests on his bier; and, hanging from the roof of the church, finds place over his tomb. It is worn only for the few seconds to which reference has been made. The Consistory of December 2 was for the giving of hats to five newly created Cardinals.

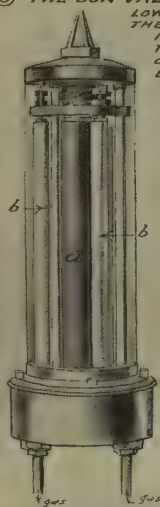


## THE SUN, LAMPLIGHTER: MANLESS LIGHTHOUSES FOR THE PANAMA CANAL.

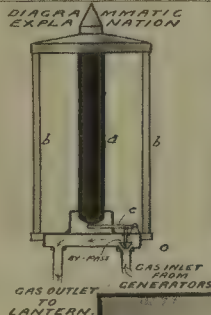
DRAWN BY W. B. ROBINSON.



③ THE SUN VALVE A DEVICE FOR LOWERING AND RAISING THE ACETYLENE JET. ITS ACTION DEPENDS UPON THE DIFFERENCE IN EXPANSION OF A SERIES OF RODS EXPOSED TO THE SAME LIGHT.

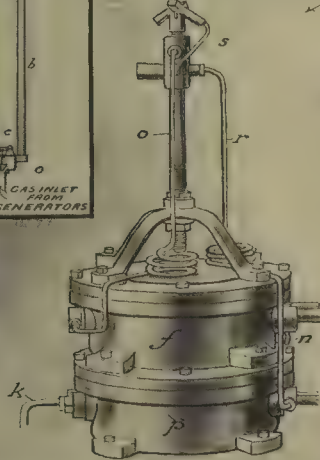


DIAGRAMMATIC EXPLANATION

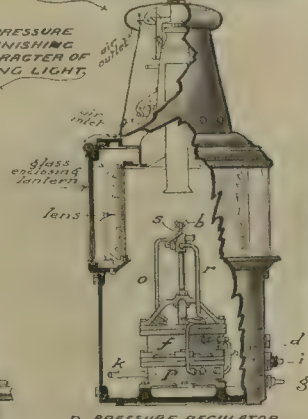


WITH SUNRISE THE BLACKENED ROD (a) ABSORBS LIGHT & CONSEQUENTLY EXPANDS MORE THAN THE POLISHED RODS (b) WHOSE WHITE SURFACE REFLECTS THE LIGHT. AS THE BLACK ROD (a) EXPANDS, OR LENGTHENS, THE LEVER (c) IS DEPRESSED AND THE GAS VALVE (d) IS CONSEQUENTLY CLOSED, THE BY-PASS ALONE REMAINING ALIGHT.

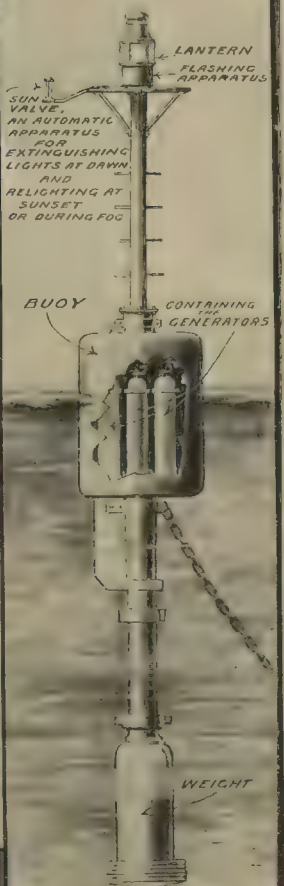
④ THE FLASHING APPARATUS AN INGENUOUS SELF-ACTING VALVE OPERATED BY GAS PRESSURE AND FURNISHING ANY CHARACTER OF OCCULTING LIGHT.



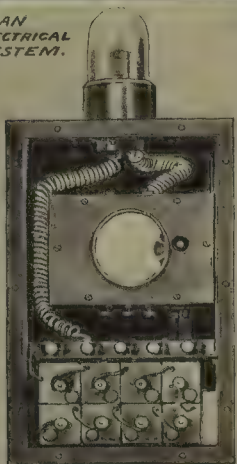
CROSS SECTION OF LANTERN FOR THE FLASHER SYSTEM.



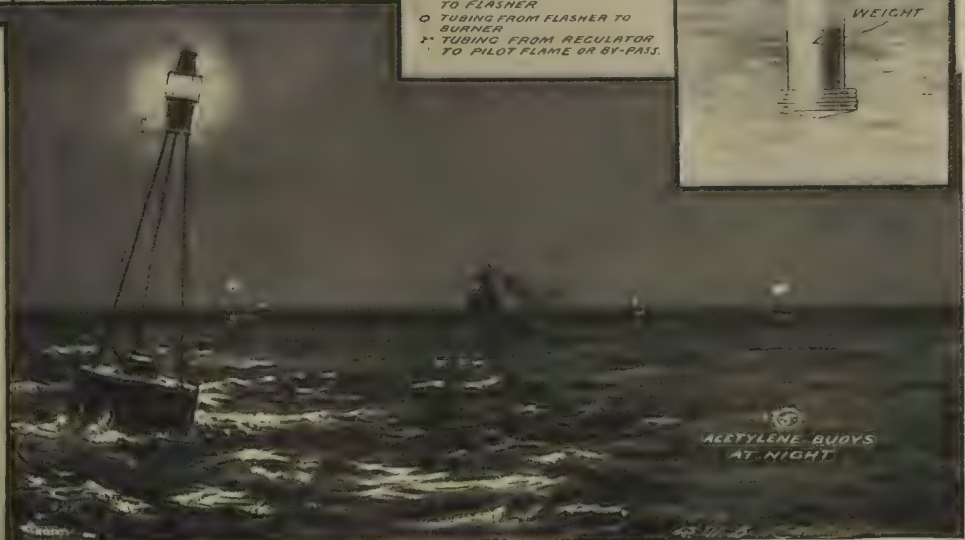
p PRESSURE REGULATOR THE PRESSURE OF ACCUMULATED GAS OPERATING THE FLASHER  
f FLASHING APPARATUS FOR AUTOMATICALLY DIVIDING THE ACETYLENE INTO FLASHES.  
b THE BURNER  
s BY-PASS OR PILOT  
k TUBING FROM LANTERN VALVE (d.l.g.) CONNECTING THE TANK TO THE LIGHT APPARATUS THROUGH SUN VALVE  
t1 TUBING FROM REGULATOR TO FLASHER  
o TUBING FROM FLASHER TO BURNER  
r TUBING FROM REGULATOR TO PILOT FLAME OR BY-PASS.



⑤ AN ELECTRICAL SYSTEM.



RUBBER SELENIUM CELL APPLIED TO THE AUTOMATIC LIGHTING AND EXTINGUISHING OF BUOYS, ETC.



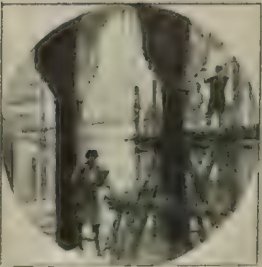
LIT BY THE HEAT OF THE SUN AND PUT OUT BY LACK OF IT: THE ACETYLENE FLASHING SYSTEM FOR LIGHTHOUSES, BEACONS, AND BUOYS, WHICH DOES AWAY WITH THE NECESSITY FOR LIGHTHOUSE-KEEPERS.

It is announced that a feature of the Panama Canal will be lighthouses whose lamps are lit and extinguished by the sun, without the aid of human hands. Briefly, the warmth of the sun at dawn, falling on a rod which rests on a lever, expands that rod and so moves the lever which closes the gas-valve. At night the rod, getting cooler, contracts, and so opens the valve

and lets the gas pass, to be lit by a small jet always left burning. The rod can be adjusted according to the temperature conditions of any country. The sun-valve is the invention of Mr. Gustaf Dalen, the famous Swedish physicist, of the Gas Accumulator Company, of Stockholm, recently awarded a Nobel prize. An article on the subject appears elsewhere in this issue.



## SCIENCE &amp; NATURAL HISTORY



IN THE CAVE OF NOLLA, NEAR THE CAVE OF THE  
MOUNTAIN AS AN ATLAS WORK



THE SETTING-UP OF THE FAMOUS METROPOLITAN CHURCH OF THE GREEKS AT CONSTANTINOPLE:  
JUSTINIAN INSPECTING A PLAN SHOWN TO HIM BY THE ARCHITECTS, ANTHEMIUS OF TRalles & ISIDORE OF MILETUS.

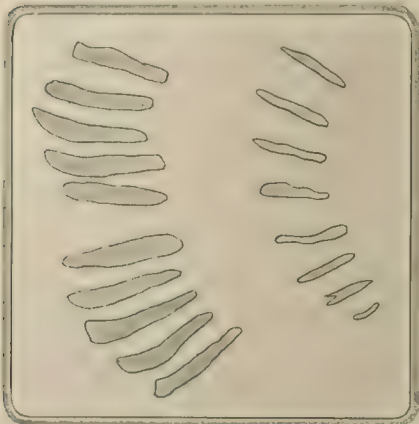


BEFORE CONSTANTINOPLE WAS TAKEN BY THE TURKS IN 1453,  
& THE CHURCH BECAME A MOSQUE: ST. SOPHIA.

## SCIENCE JOTTINGS.

## WINTER SLEEPERS.

IN a recent article we commented on the changes wrought in the bird-life of these islands by the advent of winter. But the birds are not the only creatures which are thus affected, for bats, reptiles, fishes, and a host of more lowly types are profoundly influenced thereby; they, however, behave in a totally



TO SHOW THE LIKENESS BETWEEN PALÆOLITHIC CAVE  
PAINTINGS AT DORDOGNE AND THOSE FOUND IN BACON'S  
HOLE: ON THE LEFT, THE RED BANDS OF BACON'S HOLE;  
ON THE RIGHT, SIMILAR PAINTINGS AT DORDOGNE.

Reproduced by Courtesy of Professor Sollas and the Abbé Breuil.

different manner by way of response to the stimulus of cold. For, as everybody knows, they fall into a deep sleep, or "hibernate." It is generally supposed that this is a device adopted only by creatures which cannot migrate: though our forbears believed that the birds were no exception to this rule, and many circumstantial accounts of swallows dredged up wholesale from the bottom of ponds in midwinter are to be met with in the older works on Natural History; all of which, of course, are vouched for by "eye-witnesses." Now that we know that such records have no foundation in fact, we are apt to

express something akin to amazement that anyone should ever have believed such tales.

But really this is a little unreasonable. There is no *a priori* reason why birds should *not* hibernate; as, indeed, is shown by the fact that bats and bears, dormice and squirrels, to mention only a few of many instances, habitually hibernate; and these, it must be remembered, belong to a higher order of creation than the birds. It is generally argued that the birds migrate because they can escape the rigours of winter best by migration, whereas squirrels and dormice are prisoners within these realms. But this cannot be the sole reason, for the bats could as easily migrate as the birds, yet the fact remains that they do not. Instead, they pass into a state of coma which can be prolonged for an almost indefinite period by keeping the sleeper in, say, an ice-house. Why do they not also seek the congenial warmth of Africa, and return with the spring?

In some animals, such as the dormouse and the tortoise, this winter sleep is profound, and entails a prolonged fast of several months. In other cases, as with bats and squirrels, a rise in temperature, or even the stimulus of hunger, will awaken them into a temporary activity. The dormouse is a veritable Rip van Winkle among these winter sleepers, and, in consequence, the pulses of life beat very very slowly, and the temperature of the body falls to a very little above that of the surrounding air. So deep is the lethargy thus induced that if the poor little creature be suddenly awakened, as by being placed near a fire, death is the result within a few minutes, the sudden stimulation of the heart being fatal. The flickering lamp of life is kept alight in such cases by reserves of food taken in during the autumn plenty, when the body accumulates an enormous store of fat, which is slowly absorbed during the fast.

Frogs and toads are even deeper sleepers, approaching more nearly to death without dying than any other creatures save certain fishes. For in them even

the heart stops beating, and breathing, of course, in the ordinary way, is impossible. But the oxygenation of the blood, which is, after all, breathing, is carried on through the skin, which, being excessively thin, allows the blood to come near enough to the surface

to obtain its oxygen direct from the water. Even should the stream in which they lie be frozen solid, they take no hurt, for they lie deeper still, in the thick layer of mud at its bottom, so that, provided the internal organs are not completely frozen, all goes well.

The more highly organised reptiles are, for the most part, dwellers in warm climates; but such as live where cold winters are the rule, retire to some snug retreat during the late autumn and remain, to all appearances, dead till the return of the warm days of spring. As a rule, they retire singly. But in the case of snakes, considerable numbers will commonly gather together in some sheltered hole and intertwine their bodies as if for the sake of warmth. The most striking instance of this kind is perhaps that afforded by the rattlesnake of North America, which is said to assemble in thousands from a radius of twenty or thirty miles, to meet in some favourite den. This "homing" instinct is, of course, well known among



Photo, Newspaper Illustrations.

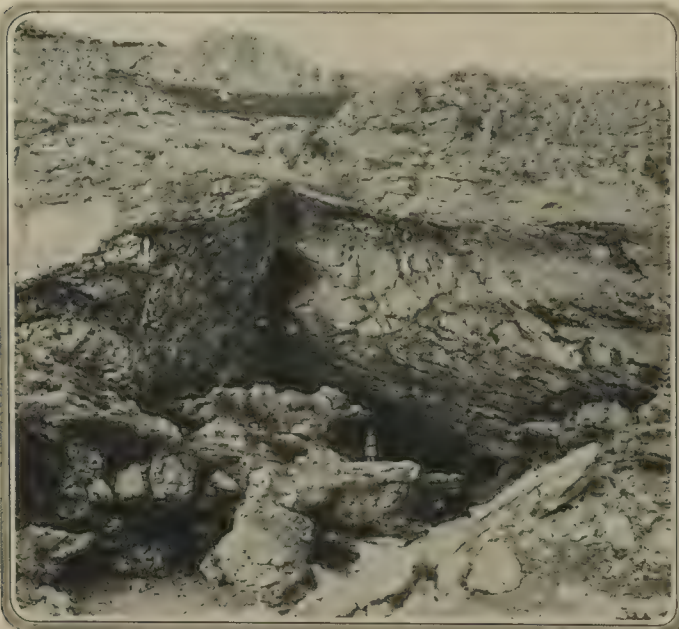
CLAIMED TO BE THE WORK OF MEN OF THE EARLIER STONE AGE: THE RED BANDS DISCOVERED BY THE ABBÉ BREUIL AND PROFESSOR SOLLAS IN BACON'S HOLE, AND BELIEVED TO BE THE FIRST EXAMPLE IN GREAT BRITAIN OF PALÆOLITHIC CAVE-PAINTING.

Our readers will recall that there was brought to light recently on a wall of Bacon's Hole, near the Mumbles, what is described as the first example in Great Britain of Palæolithic cave-painting of the type made familiar to palæontologists from the caves of Dordogne and elsewhere. The find was made by the Abbé Breuil and Professor Sollas, whose names are sufficient guarantee that it is worth very much more than casual consideration. The discovery consists of ten horizontal bands of vivid red, in a vertical series about a yard in height. Over the bands a deposit of stalagmite has formed, sealing them up. It was suggested soon after the announcement of the Professors that the marks might have been made only some eighteen years ago (instead of forty or fifty thousand) by a boatman cleaning a brush with red paint upon it. Later, the Abbé Breuil and Professor Sollas affirmed their conviction that the paintings date from prehistoric times. Doubtless more will be heard of them before very long. The scepticism with which they have been received in some quarters is considerably discounted by the fact that on numerous occasions the authenticity of such "finds" has been questioned, notably that of the world-famous prehistoric cave-paintings at Altamira, some of which we reproduced in colours in "The Illustrated London News" not many months ago. These were not accepted as genuine for over twenty years.

birds, but instances of the same kind among the reptiles are not so common.

These strange examples of torpor, it must be remembered, are not so much due to cold as to the impossibility of finding food during the winter months. This is shown by the fact that in countries where months of excessive heat and drought prevail, we meet with numerous instances of a torpor quite as profound as that exhibited by the winter sleepers. But that is another story.

W. P. PYCRAFT.



Photo, Newspaper Illustrations.

SHOWING THE INACCESSIBLE POSITION OF THE CAVE: BACON'S HOLE.

The cave has to be approached down the precipitous side of the cliff. An idea of its size may be gained by a glance at the man seen in the photograph.



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—*"The Chimes."*

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## CHRISTMAS GIFTS :

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# ELLIMAN'S



# EMBROCATION



## ART NOTES.

THE nineteen-thousand odd pounds given for M. Degas' "Les Danseuses à la Barre" is one of many marks of the period's self-esteem. In England we are excited about our living writers; and the excitement is reflected in the book and autograph market. Manuscripts of Mr. Thomas Hardy's are as valuable as

that the buyer of the famous "Danseuses à la Barre" has made a better bargain. The slave-market is closed; even taken as a subject the thing is bygone. Ballet-girls, poor, over-worked, small, Parisian ballet-girls—"the living interest" again—are much more to the liking of picture-collectors than Babylonian princesses in distress. M. Degas, who throws no glamour over the "profession," may say that he, too, paints slave-markets. How happy he would be if but half the money paid for his picture could go for dots to the class that helped to make it! But M. Degas himself received, in this case, a very trifling reward for his labour.

In England we have no particular reason for gratification at the triumph of Degas. We have not been beforehand in buying him; the National Gallery has

acquisitions. One of the most enterprising of the English buyers in Paris last week, he bought, besides a Goya, a Degas no less beautiful, certainly, than the record-breaker. Other collectors need not yet despair. M. Degas still holds many of his own works, though some of these are by the terms of his will to be destroyed at his death. But let him, since his worth is known, do his own burning if he would make quite sure of it. E. M.



A THIRTY-FIVE-FOOT MOTOR-BOAT THAT HAS CROSSED THE ATLANTIC: THE "DETROIT."

This small craft, with a crew of four, recently made a trip from Detroit, Michigan, U.S.A., across the Atlantic, to St. Petersburg. She presents a striking contrast to the great transatlantic leviathan shown in the other photograph on this page.

Wordsworth's or Coleridge's, and the original draft of Mr. Masfield's "Everlasting Mercy" would create as much competition at Sotheby's as an Addison or a Samuel Johnson. "The living interest," say the dealers; and Mr. Bernard Shaw in consequence has seen a little bundle of his MS. offered for sale (we cannot swear that it was sold) at a thousand. The same sort of appreciation is making "mad prices" for British etchings. Mr. Cameron and Mr. Muirhead Bone know what it feels to be valued with the Old Masters at Christie's. It is cheaper to make a little collection of good original impressions from plates by Rembrandt and Dürer than to acquire the rarer etchings of these most rare young men working in our midst.

The same sort of periodic self-satisfaction was responsible for the previous auction-record for a living master. In 1882 England was thoroughly content with its painters, and in 1882 Mr. Edwin Long's "Babylonian Slave Market" fetched £6615 at Christie's. To-day, of course, we think

no example, although South Kensington perforce accepted the Ionides picture, and forthwith skied it, when it came with the rest of the Bequest. The Cuthbert Quilter sale established several records three years ago, but no Degas figured in it; and New York has, officially, at least, gone unprovided. In a recent edition of the catalogue of the Metropolitan Museum, I can find no entry under his name, although every other "modern," from Zuloaga to Will Rothenstein, is included. Dublin, it goes without saying, has an example; but it is unimportant: Sir Hugh Lane has gone on to other



Photo. Illustration Bureau.

A 675-FOOT LINER OF 18,000 TONS FOR THE ATLANTIC FERRY: THE LAUNCH OF THE WHITE STAR S.S. "CERAMIC" AT BELFAST.

The "Ceramic," which was launched from the yard of Messrs. Harland and Wolff on Dec. 11, has a gross tonnage of about 18,000 tons, and will ordinarily carry 600 passengers, or 820 if required. She has also a huge capacity for cargo. The vessel is strongly-built, with 12 watertight bulkheads making 13 watertight compartments, and is to carry enough life-boats to accommodate all on board.

year round. The offices are at 421, New Cross Road, S.E., and the Hon. Secretary, Mr. H. E. Gage, will be very glad to receive contributions.

## Two Ways of Protecting Yourself Against Sore Throat and Other Infectious Diseases.

We should never catch sore throat—or such dread infectious diseases as Influenza, Diphtheria, and Consumption—if we could prevent the germs which cause them from entering the body.

One way of doing this would be to adopt germ-proof clothing, such as they instinctively used in the middle ages, and similar to the costume still worn by the modern physician during dangerous epidemics.

But the most effectual—and by far the most convenient—method of protecting oneself from infectious diseases is to suck daily a few Formamint Tablets.

They may be relied upon to destroy all disease germs in the mouth and throat before any harm is done.

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Formamint is, therefore, a necessity for maintaining health, and indispensable for the family medicine chest—especially to protect the children from school infection—to avoid catching other people's colds and sore throats—and as a remedy for offensive breath, "spongy" gums, foul tongue, etc.

Commander Carlyon Bellairs (late R.N., ex-M.P.) writes: "I take Formamint if I have the slightest symptoms of a cold, and after addressing a meeting, or being in any

stuffy railway carriage, theatre, etc. I do not know of any better remedy."

#### Write for a Free Sample.

We shall be pleased to send anybody (who has not yet tested Formamint) a Trial Supply, free of charge. Kindly drop a post-card, mentioning this paper, to A. Wulfin & Co., 12, Chenies Street, London, W.C. (All Chemists sell genuine Formamint, price 1s. 11d. per bottle.)



The Plague in Rome, 1656. Centuries before germs were discovered, doctors instinctively guarded against them by muffling up like this during times of plague. (Reproduced from an old print.)



Cholera in Manchuria, 1911. Modern doctors use a similar germ-proof costume, except that they have antiseptic gauze instead of "the doctor's beak" shown in the opposite illustration.



## MUSIC.

ALTHOUGH opinions may differ about Sir Edward Elgar's gifts as a conductor of other composers' music, there should be no doubt about the confidence and certainty with which he directs his own. Last week at the concert which brought the first half of the London Symphony Orchestra's programme to a close, Sir Edward conducted a programme of his own compositions—the First Symphony, the Violin Concerto, and the "Enigma" Variations. No composer can face a more severe test than that of a long evening devoted in its entirety to his own compositions. The performance is bound to reveal mannerisms and little weaknesses of thought or expression from which no musician can claim to be exempt—in short, it shows his limitations as well as his achievements. Symphony and concerto are alike interesting and significant

be reversed in the near future. Fine utterances both, with moments of intense virility and moments of almost feminine tenderness, they do not appear to the writer to be free from the intense self-consciousness that is so dangerous to the future of modern art in all its manifestations. Miss Marie Hall played the difficult solo part of the concerto with extraordinary facility throughout, with occasional breadth and a certain measure of coldness. The audience was large, and appeared to share none of the doubts expressed here.

The Sevcik Quartet gave a delightful concert last week at Bechstein's, their programme including quartets by Schubert and Dvorák, and César Franck's Pianoforte Quintet in F minor, together with two solos played by Max Darewski—Liszt's Sixth Rhapsody and Paderewski's "Thème Varié." Neither the selection of these solo pieces

nor the playing of them sufficed quite to atone for the use of the time that might have been given to another quartet, for M. Lhotsky, who now leads the Sevcik players, is not heard so often in town that one can be easily satisfied with the measure of what he has to give us. The concerted music was in every case played with rare understanding, the quality of tone was rich and satisfying, and the phrasing suggested that the music was being presented by players who have given life-long study as well as deep affection to their art. Altogether, the afternoon was one to be remembered with pleasure, and the audience, which was a large one, enjoyed itself unmistakably.

The second recital by M. Sapellnikoff and Mr. Theodore Byard, at the Æolian Hall last week, was, if possible, better than its predecessor. Beethoven and Chopin figured on the pianist's programme, and were played with a brilliancy that might well have led careless listeners to forget the real interpretative strength that underlay the seemingly studied fluency. It is almost superfluous to praise Mr. Byard, who touches nothing that his fine voice and distinguished method do not adorn.



Photo. Revord Press

#### A SCULPTURED RACE-HORSE ON A DRINKING-FOUNTAIN, A CURIOUS NEW STRUCTURE IN WESTPHALIA.

This remarkable fountain, recently erected in the market-place of a town in Westphalia, is the work of a well-known sculptor. It is probably the first instance of racing being represented in statuary in such a connection.

Miss Lily Crawforth, who sang at Bechstein's last week, has a fine contralto voice, and a distinctly musical temperament, but she has essayed to run before she can do much more than walk. Another year or two of hard study with a clever teacher will probably give her the chance of taking a high place in her profession. But Miss Crawforth must try to master the music of words, to acquire a clear enunciation, and to remember that a desired note must be found accurately, and not missed by a very little.

Miss Clara Blackburne gave a pianoforte recital at Bechstein's last week, assisted by Mr. Wessely and Mr. Patterson Parker. Her sense of rhythm needs to be much strengthened, and her phrasing demands considerable revision before she can succeed in giving the proper measure of attraction to the work she selected.



Photo. Topical

#### THE SCENE OF THE PRELIMINARY MEETING OF THE BALKAN PEACE CONFERENCE, THE PICTURE GALLERY AT ST. JAMES'S PALACE.

It was arranged that the preliminary meeting of the delegates to the Balkan Peace Conference should be held in the Picture Gallery at St. James's Palace, on Monday, December 16. As mentioned under the illustrations given in our last issue, the Palace was rebuilt from designs by Holbein in 1532. It was made the chief seat of the Court by William III., and was last used as a royal residence by George III.

utterances, and yet, after hearing them many times, and on this occasion to special advantage, the writer cannot avoid the thought that each has been overpraised, and that a part of the verdict of the immediate present will

have led careless listeners to forget the real interpretative strength that underlay the seemingly studied fluency. It is almost superfluous to praise Mr. Byard, who touches nothing that his fine voice and distinguished method do not adorn.



MAHOGANY TEA TABLE,  
reproduced from a  
charming old model, 11/9

## WHY NOT A USEFUL AND ARTISTIC XMAS GIFT?

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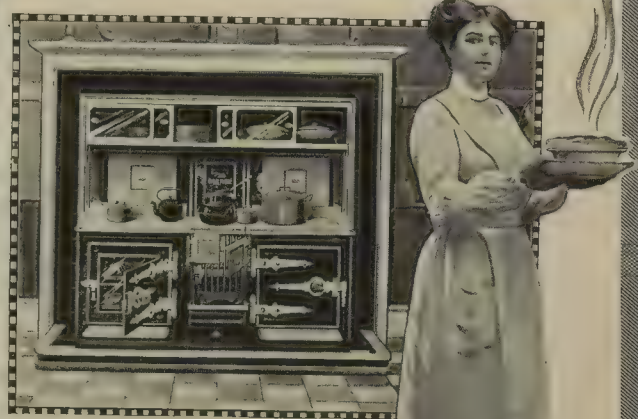
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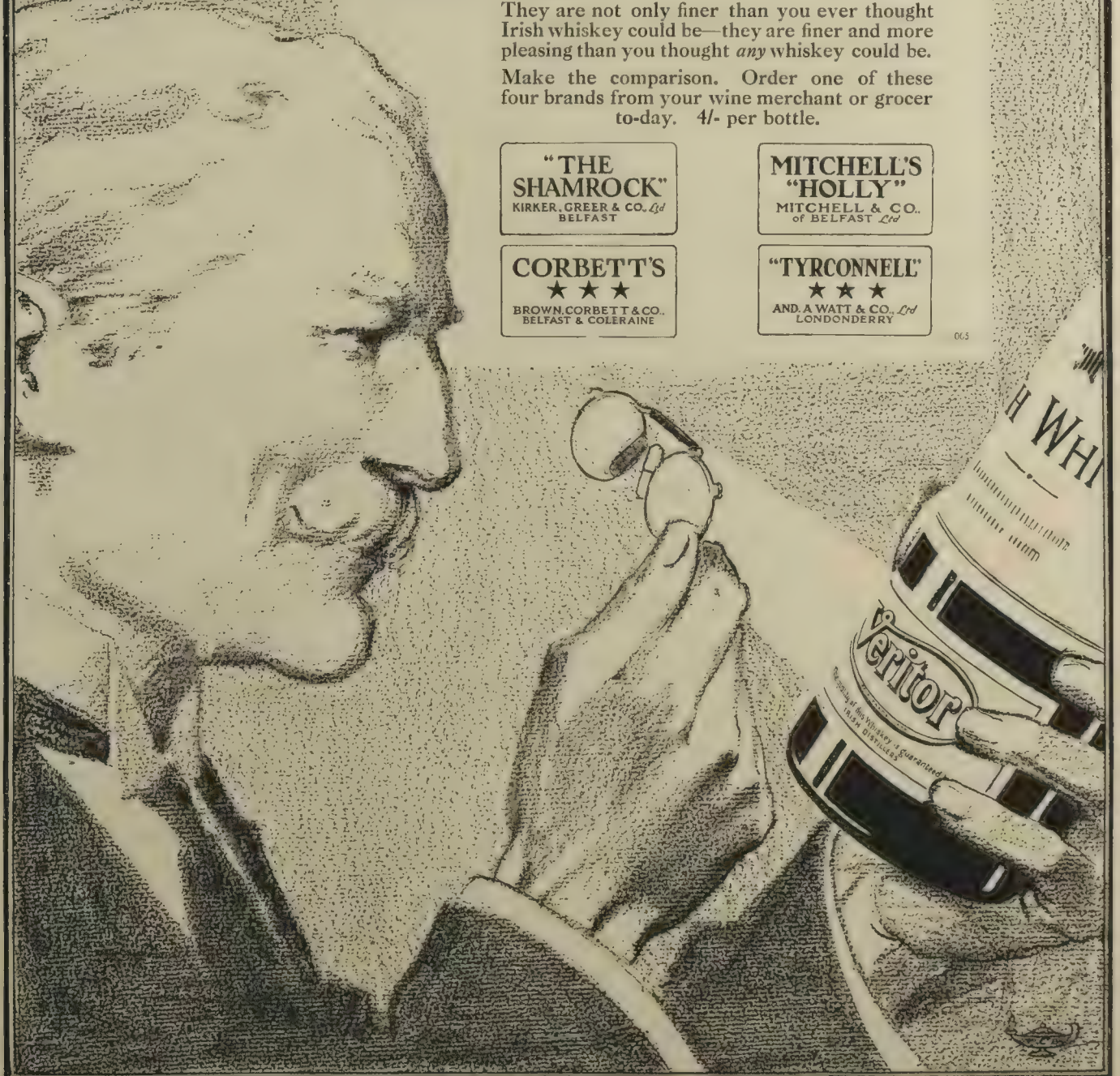
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063





## LADIES' PAGE.

CHRISTMAS pudding is one of several delightful English special dishes. It is an unpatriotic delusion that we have no national cuisine. Roast beef, Irish stew, fruit tart (the sort baked in a deep dish, with plenty of fruit, lined and covered with pastry—in France you cannot so much as buy what we mean by a pie-dish!), and, above all, Christmas pudding and its comrade, mince-pie, are exclusively English-invented dishes. The oldest cookery books known—strictly speaking, MS. rolls—are English. The son of the Black Prince, King Richard the Second, was famous for the luxury of his Court in every detail: in his case, there was "Youth on the prow and Pleasure at the helm." He was born in Gascony, the traditional nursery of good cooks, but he reigned in England, and in more lavish style than any other monarch. The earliest cookery book, "The Forme of Cury" (meaning, method of cookery), was executed at his orders by his master-cooks to teach the whole world how to manage the kitchen. Queer, elaborate recipes many of them are, noticeable especially for the custom then prevailing of mixing sweet flavours with savoury ones; many, indeed most, of the recipes in that five-hundred-years-old cookery book mingle sugar with flesh-meats, spices, such as cinnamon, with minces of fowl, and so on. Mince-meat, which certainly ought to contain beef or unsalted ox-tongue, is now the only survivor of that ancient British custom.

Everybody knows the tale, sometimes attributed to a British officers' mess in India, sometimes to Lord Byron in Italy, of the Englishman's attempt to get Christmas pudding concocted by an alien chef, and forgetting to mention the pudding basin or cloth; so that the eagerly expected pudding was brought to table like soup in a tureen. The same story is told, perhaps a little more naturally, and probably more correctly, by "B. V." (the late James Thomson, the poet) in one of his letters, thus: "I hope the sacred pudding turned out better than the similar work of a friend of mine, who told me that when a young private soldier, it came to his turn to be cook for the company on Christmas Day." (By-the-way, what a ghastly notion—"came to his turn to be cook"! How it shows forth the common folly of mankind in ignoring the truth that cookery is a serious science and a great art.) "He managed to make the precious thing pretty well," he asserts; but not knowing that puddings are in the habit of swelling with monstrous self-importance as they approach the state of perfection which fits them for the festal board, he did tie that poor creature in a cloth as though he wished to strangle it. The consequence was that the pudding, after struggles, succeeded in bursting its bonds asunder, and my friend, to his great astonishment, found that he had succeeded in producing a sort of rich plum broth. When his comrades came to cast eyes on that wonderful mess, they were much more ready to devour him than it."

Most good cooks are good-looking! Possibly they have not what is called "good features," which often



THE LATEST ONE-PIECE GOWN.

This is of black velvet, draped gracefully over an under-dress of violet Ninon-de-soie. The toque and stole are of tailless ermine.

coincide with an absolutely inane expression. No; the good cook's facial charm is essentially in the expression, the outcome of the intelligence, the brain-power, that a high-class and successful cook must necessarily possess. What memory—what good judgment—what organising faculty—what acute senses—what activity and energy—are employed in preparing perfectly and serving up to time a dinner of several courses for a dozen people. To do this there are required the qualities of the artist and of the military strategist in combination with trained skill and experience. No wonder there are so few good cooks—especially considering that (with notable exceptions) they are neither valued nor paid adequately. Natural talents highly cultivated and well practised in the other arts bring great rewards. Why is the painter who appeals to the eye, the musician who tickles the ear, admitted to the title of artist, and rewarded with great sums of money, and flattered and praised to boot, while the cook who, with equal ability, ministers to the sensibility of the palate, receives no such recognition? Alas! he or she labours under the same disadvantage as the great orator and actor: their noblest efforts die at once, and leave only such effects as the memory of the few who profited by them may retain. The painter and the composer of music work for the many, too, and not only in the present, but amongst posterity. The fine dish once consumed and praised by the connoisseur, its fame passes with its flavour.

How ungrateful, how ill-judging and indiscriminating as to the relative difficulty and importance of human efforts, is human approbation! But at last, and in one place, at least, a proper position has been yielded to the cook. In the staff provided by the United States Government for making the Panama Canal, which is most completely organised, every necessary provided and every requirement foreseen—an elaborate scientific arrangement that has reduced the previously excessive death-rate to one lower than the lowest recorded in any other community—in this perfect scheme of social life, the cook at last comes into his rights! The pay of the cooks is higher than that of the physicians! The cooks begin at £25 per month, with board and lodging; the doctors at £30, but without subsistence.

A pretty and sensible fashion is growing of carrying a muff in the evening, especially to the theatre, or a restaurant dinner. It keeps the fingers warm in driving to one's engagement and during the sometimes long wait for the carriage afterwards, and then during the dinner it lies near by, or at the theatre during the performance it rests on one's knees, and looks as dainty and decorative as a bouquet might do. To fulfil this object, the evening muff is always built of some light or rich material, and only trimmed sparingly with fur, if at all. Brocaded Ninon or silk, gold tissue, white guipure lace with a spray of natural-looking blossoms fixed across it, white plush with a loosely set bow of coloured ribbon—these are the sort of fabrics for evening muffs.

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because, for instance, the loss of weight in cooking a 10 lb. joint is only about 1 lb. instead of the usual 3 lbs. or more. The saving thus effected in the cooking of one meal more than pays for the electricity used for a whole week's cooking.

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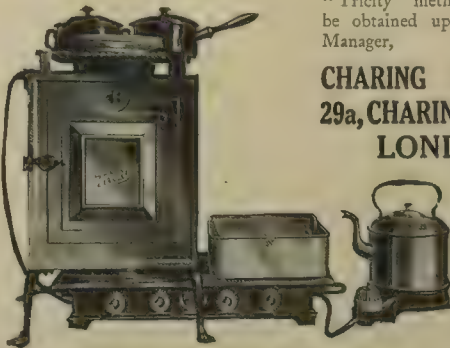
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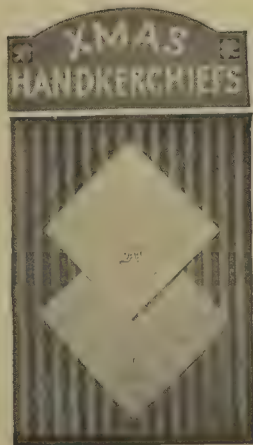
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speaks:—

"Its work is gentle,  
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and say to all the  
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(With apologies to Shakespeare, Bacon & Co.)

## WRIGHT'S Coal Tar Soap.

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## BOOKS FOR BOYS AND GIRLS.

IN previous articles we have dealt separately with Christmas gift-books for boys and similar books for girls. There are, however, a great number which do not lend themselves to this classification, but, like "opifex" and "artifex" in the Latin grammar, they "common" are to either sex. In the space available, we can do little more than give a list of the numerous attractive volumes we have received from the publishers. Practically all are illustrated; many of them in colour.

Books for older children, containing stories from history, literature, or classical legend, are always sound and safe. Of such we may mention: "Tales of the Gods and Heroes," by Sir G. W. Cox (Nelson); "Children's Stories from Tennyson," by Nora Chesson; and "Children's Stories from Longfellow," by Doris Ashley (Raphael Tuck); four volumes of *The World's Romances*—"Faust and Marguerite," "Sigurd and Gudrun," "Lancelot and Guinevere," and "Paolo and Francesca," (Nelson); "Stories of Old," by E. L. Hoskyn (A. and C. Black); "The Story of Saint Elizabeth of Hungary," by William Canton (Herbert and Daniel); "Jewish Legends of the Middle Ages" (Robert Scott), and "Bible Heroes in Picture and Story," with an envelope containing sixty gummed stamp pictures to be stuck in as illustrations on spaces indicated—a novel idea; and "The Story of Santa Claus," by S. R. Littlewood (Herbert and Daniel). In a bright series published by Messrs. Constable are several of the classical tales retold by Nathaniel Hawthorne—"The Gorgon's Head," "The Golden Touch," "The Three Golden Apples," and "The Paradise of Children." In the same series are three stories by Dickens—"Captain Boldheart and the Latin-Grammar Master," "The Trial of William Tinkling," and "The Story of Richard Doubledick." Natural history is represented by an excellent book, "The

Seashore," by F. Martin Duncan (Grant Richards). "The Nature Lover's Diary" (Letts) would make a delightful birthday book or observation record.

Fairy tales form, as usual, a large proportion of the new books for young readers. "The English Fairy Book," by Ernest Rhys, is artistically pictured. Very attractive also are "Æsop's Fables," illustrated by Charles Folkard (Black), and "Russian Wonder Tales," by Post

Margaret Sackville and Ronald Campbell Macfie (Sherratt and Hughes), and "Magic Dominions," by Arthur F. Wallis, illustrated by Claude Shepperson (Smith, Elder).

Besides the fairy-tale pure and simple, there is a type of story which is semi-realistic, telling of "marvellous adventures" in fairyland experienced by real modern children. A good example of this type is "Oddle and Iddle," or the Goblins of Aloe Shamba, by the Hon. Mrs. Gerard Collier. The scene is laid in East Africa. Other books in the same category are "The Magic World," by E. Nesbit (Macmillan), "Tomorrow," by Kitty Barne (Hodder and Stoughton), "Trystie's Quest," by Greville Macdonald (Fifield), and "The Twins of Tumbledownreary," by Magdalene Horsfall (Duckworth).

As usual, there is a good crop of animal stories. We may mention "Legends of Our Little Brothers," by Lilian Gask (Harrap), "Nipping Bear," by H. L'Estrange Malone (Black), and "White-Ear and Peter," the story of a fox and a fox-terrier, by Neils Heiberg (Macmillan)—it is only necessary to say, in this last case, that the illustrations, in colour, are by Cecil Aldin, to show that they are excellent. Animal-books for rather younger readers are: "The Adventures of Spider and Co.," by S. H. Hamer (Duckworth), "The Tale of Mr. Tod," by Beatrix Potter (Warne), "All About Animals," true stories (Dean, and Son), and (very amusing) "The Bow-Wow Book," by Coulson Kernahan, with illustrations by Lawson Wood and L. Raven-Hill (Nisbet).

Stories which deal with ordinary life, of children and others, are represented by "Golden House," by Bella Sidney Woolf (Duckworth), "The Birds' Christmas Carol," by Kate Douglas Wiggin (Gay and Hancock)—the birds in this case are unfeathered; and "Tommy Lobb," by Walter Emanuel, with illustrations by John Hassall (Chapman and Hall). As the names of author and illustrator indicate, this is a very humorous book.



Photo, Abrahami.

"BLOODED" IN TIME OF PEACE: THE NEW BATTLE-SHIP "CENTURION," WHICH COLLIDED WITH AND SANK THE ITALIAN STEAMER "DERNA," IN THE CHANNEL.

The steamer sunk in the early hours of Dec. 11 in collision with H.M.S. "Centurion" off Portland Bill turned out to be the "Derna" of Genoa, and as she sank at once, and no one was picked up after a long search, it is to be feared her crew of thirty-six were all drowned. The "Centurion," which is a sister-ship to the "King George V.," illustrated in a double-page of our last issue, was carrying out a thirty-hours steam trial at the time of the accident. The "Derna" was bound from Memel to Port Talbot. Considerable damage was done to the stem of the battle-ship, which returned to Devonport for repairs.

Wheeler, Secretary of the American Embassy at St. Petersburg. A book that will please the youngsters is "The Bran Pie," edited by S. H. Hamer (Duckworth). Others are: "More Fairy Tales for Old and Young," by Lady

this case are unfeathered; and "Tommy Lobb," by Walter Emanuel, with illustrations by John Hassall (Chapman and Hall). As the names of author and illustrator indicate, this is a very humorous book.

## Mr. Percy Grainger says



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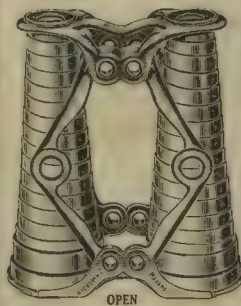
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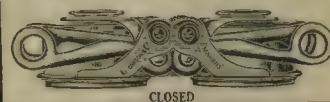
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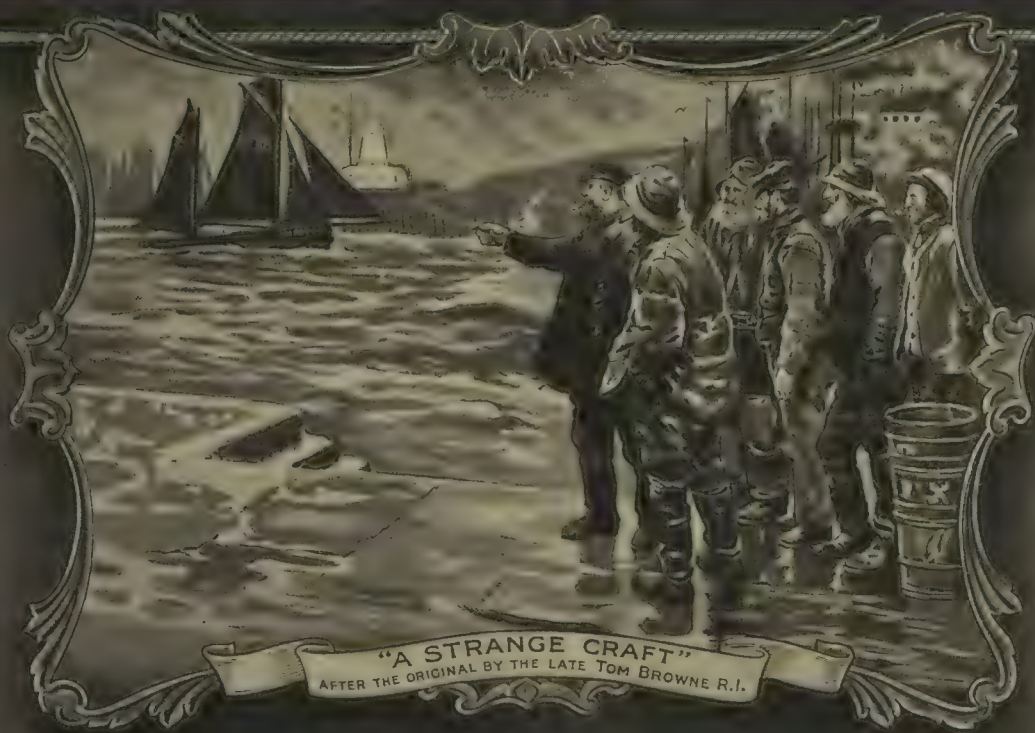
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**Player's Navy Cut**  
*Cigarettes*

The Brand for all Smokers:  
**Player's Navy Cut**  
*"Beautifully cool & sweet smoking."*





## CHRISTMAS GIFTS AND ACCESSORIES.

CHRISTMAS without crackers is unthinkable, and the mention of crackers is inextricably associated with the name of Tom Smith. It would be interesting to know who actually invented the cracker, and to trace the story of its evolution. In that process Tom Smith has played an important part, and not only in its later stages, for we notice among his array of exhibition medals one awarded at Philadelphia in 1876, while the firm of Tom Smith and Co., now located in Wilson Street, Finsbury Square, was founded in 1847. Another point worth noting about Tom Smith's crackers is that the industry employs, directly or indirectly, thousands of London workers, for only British labour is engaged in their manufacture. Many new and artistic productions, both in crackers and kindred articles, are included in this season's output.

As pictorial literature for the younger occupants of the nursery, who do not handle their literary possessions with the tenderness of the bibliophile, there is nothing better than the well-known rag-books made by Dean's Rag-Book Co., 18, Paternoster Square, E.C. Printed in fast colours on canvas-like material, strong and washable, they will long outlive the ordinary paper book, however durably bound it be. Dean's Rag-Books are made in great

variety, and all the pictures are remarkably bright and well designed, with amusing and simple words. There are also rag doll-patterns for cutting out and stuffing, and amusing dolls of this kind already stuffed.

Most people at Christmas find many friends on their list to whom they want to send, not a full-blown present, but "something rather better than a card." One of the best substitutes for a card is a diary or a calendar, and certainly among the very best of such publications are the well-known Letts' Diaries, published by Cassell and Co. They can be had in any form or size imaginable, from a folio at 15s. to a pocket diary at sixpence. There are diaries for the office, for the study, for the boudoir, nurses' diaries, medical diaries, clerical diaries and housekeepers' diaries. A very useful

Edinburgh. The cards are very pretty and tasteful. Their London office is at 34, Paternoster Row. They also have showrooms at Glasgow, Leeds, Manchester, and Liverpool.

Among the most tasteful publications of their kind are the "Onoto" Diaries issued by Messrs. De La Rue, of 110, Bunhill Row, E.C. They vary in size and price to suit every requirement, from the waistcoat pocket to the desk, and the prices range from sixpence to seventeen and



Photo. "Daily Sketch" Copyright.

CIRCULARISING FROM THE AIR: A BULGARIAN WAR-PLANE WITH A PASSENGER  
READY TO DROP PROCLAMATIONS INTO ADRIANOPLE.

As mentioned in our notes on the two pages of photographs taken from Bulgarian war-planes, the most novel use to which these air-scouts were put was the dropping of proclamations into Adrianople and the Ottoman defences. These circulars, which were in Turkish, appealed to the Mohammedan population to surrender, and declared that Bulgaria's object was to free them from Turkish misrule.



Photo. Topical.

A FRENCH MACHINE OF A TYPE ORDERED BY THE ADMIRALTY: AN ASTRA AEROPLANE  
WITH WATER-FLOATS.

It was stated recently that the British Government had placed an order for a 100-h.p. Astra aeroplane. Our photograph shows a machine of this type with water-floats.

novelty introduced this season is Letts' Perpetual Diary, which can be adapted to any year. Kindred publications include registers for wine, game, poultry, stable expenses, and washing, and domestic account books and vestry registers.

Messrs. William Ritchie and Sons, of Elder Street, Edinburgh, send us a selection of their Christmas cards and calendars, which are all made in their own factory at

sixpence. All of them are neat in appearance, and the more costly varieties are bound in different kinds of leather that is delightfully soft and artistic in shade. The "Onoto" portable diary, which will go easily into the breast pocket, and is plentifully supplied with compartments for papers, stamps, and so on, is particularly attractive. Messrs. De La Rue also publish many calendars and date and engagement cases.

As usual at this season of the year, the new diaries and calendars issued by Messrs. T. J. and J. Smith are of excellent quality, and made in a large variety of shapes and sizes. Each diary contains an insurance coupon for £1000. Messrs. Smith have a reputation extending over half a century for this most useful class of publication. Among the handiest of their productions is the "self-registering" pocket diary, in which the position of the pencil marks the page last used. The housekeepers' account-books and diaries are very useful in the home, and there are many varieties suitable for desk and office purposes.



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is sold in **ONE QUALITY**  
but in **FOUR STYLES**, viz.:

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ideal soap for EVERYDAY use.  
Absolutely pure and of the high-  
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The same soap, in larger Tablets,  
beautifully scented.

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per Tablet

A Large Tablet, fully scented with  
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Pears' Soap

represents the highest achievement in soap-making, and being  
ALL soap—not soap mixed with water—is remarkably economical and  
CAN BE USED TO THE THINNESS OF A SIXPENCE.

This soap, FAMED THROUGHOUT THE WORLD for 123 years, is intended to be sold Retail at the  
above prices; but some Dealers offer PEARS' Soap somewhat lower than those prices, thus sacrificing  
part of their profit or the purpose of attracting customers with a view to selling also other goods in  
which they deal. This forms a striking testimony to the merits and popularity of this great soap.

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## THE CHRONICLE OF THE CAR.

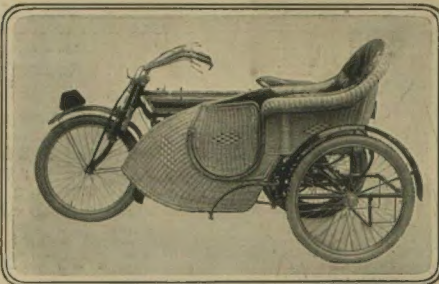
The R.A.C. Fuel Tests. Apropos the proposed tests of fuels alternative to petrol which the R.A.C. intends to organise, and which I have previously discussed at length in this column, the Society of Motor Manufacturers and Traders has presented the handsome sum of two thousand guineas to the Club to be applied in the shape of prizes to successful competitors. It may be remembered that the Club announced that it would be necessary to find at least £1500 by way of prize-money in order to make the trials worthy of their object, so that this munificent gift by the Society effectually ensures the success of what must be a most important series of tests. It is quite understandable that the Society should thus come in on a matter like this, because it is manifestly as much to the advantage of the industry as to the private motorist that not only should our fuel-supplies be stable in price, but that there should be a continuity of supply under all conceivable circumstances.



THE MOTOR-CYCLE CHAMPION OF JAPAN: MR. SHIGESABURO EML AND A 21-H.P. LIGHTWEIGHT HUMBER.

At a motor-cycle meeting on the Naruo race-course on November 10 the championship of Japan was won on a Lightweight Humber by Mr. Shigesaburo Eml. His speed was about 56 miles per hour. In all he took seven firsts and one second.

It is a fact well within my own knowledge that many motorists have either abandoned the pursuit of motoring or have drastically cut down their pleasure mileage on account of the extremely high price of petrol, and this, it is obvious, is against the interests of the industry at large. Not only does the trade lose through the smaller net sales of petrol itself, but decreased mileage means less consumption of tyres, less wear and tear



AS IT IS ON THE ROAD: A PARAGON FOLDING SIDE-CAR UNFOLDED, WITH BASKET-SEAT IN POSITION.

The Paragon folding side-car here shown is fitted with an art cane body, handsomely upholstered in pegamoid. The price in this case is fifteen guineas. It can also be had, with cheaper basket bodies, at ten guineas and £7 17s. 6d. The Paragon is made by the Wincycle Trading Co., 106-7, Great Saffron Hill, E.C.

generally of the car, and an all-round reduction in the amount of money devoted to the pastime. Therefore, any movement which promises to bring things back to a reasonable and normal level must command the approval and support of the industry. But I do think that at the same time the private owner, or those who stand for him, has a share of the responsibility which he ought in fairness

to bear. It is he who has raised the principal protest against the undue inflation of prices, and it is he who is mainly hit by them. The man in the trade makes his twopence per gallon—no more, no less—be the wholesale price what it may, but any access of price falls to be paid directly by the consumer. Therefore, the latter would seem to have an even deeper interest in the results of the R.A.C. tests than the man in the trade, and I suggest that he should in common fairness, let alone in his own interests, put his hand in his pocket to help the thing through. The more money there is available for prizes, the more inducement there is for the inventor or the experimenter to strive all he knows to perfect the thing he is engaged upon, whether it be the production of a fuel or the adaptation of an improved device for carburetting a fuel already known. I should be all against anything like a passing round of the hat, but I think it would be a fitting and a graceful thing if the provincial and local clubs would examine their finances with a view to finding out whether it would not be possible for each one of

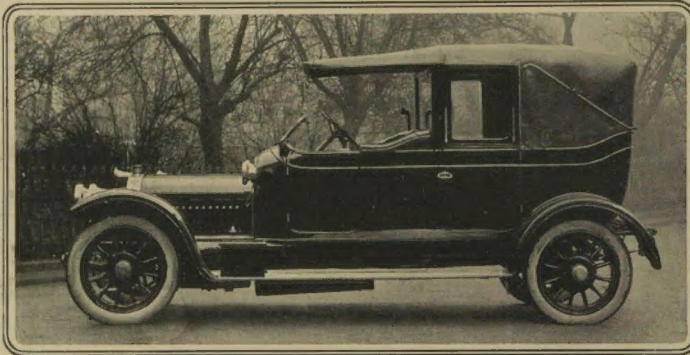


Photo. Rirkett.

FITTED WITH A SPECIALLY DESIGNED CABRIOLET BODY: A 16-20-H.P. SUNBEAM CAR.

The car is fitted with a specially designed cabriolet body, finished in dark green with black mouldings, and upholstered in morocco. It has a C.A.V. electric outfit for head-lamps, side and tail-lamps. Both the chassis and coachwork were supplied by Messrs. Watkins and Doncaster, of 12, Woodstock Street, Bond Street, W.



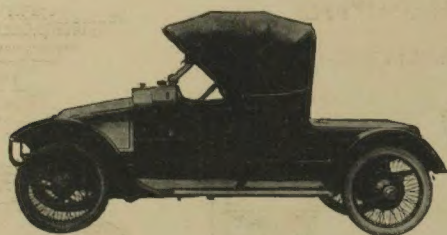
AS IT IS WHEN FOLDED: A PARAGON FOLDING SIDE-CAR WITH PASSENGER SEAT DETACHED.

When folded the car will pass through a 30-inch doorway. This obviates many difficulties in the way of housing. The passenger-seat can be removed and the frame folded, or a tradesman's box can be substituted. The operation only takes a minute or two.

them to spare at least a ten-pound-note to make these trials even more interesting and instructive than they promise to be at present.

A Peculiar Idea of Proportion. I have been shown a letter signed on behalf of certain owners of old cars resident in one of the southern counties, and sent round to the technical journals for publication, which seems to me to exhibit an altogether peculiar sense

(Continued overleaf.)



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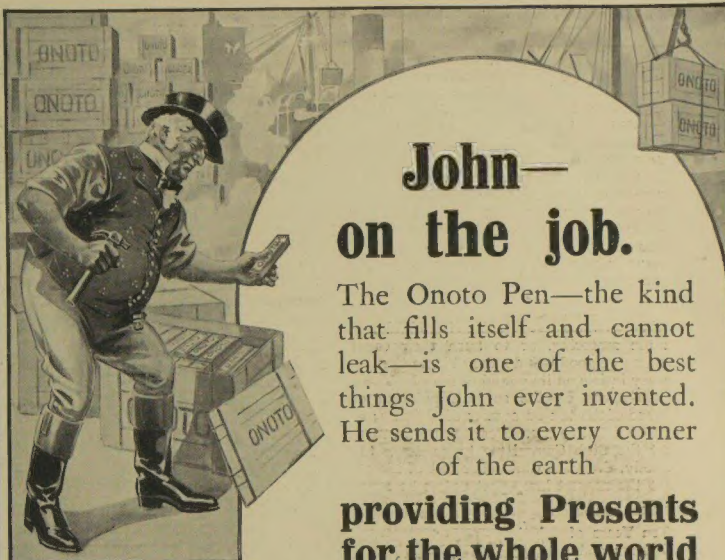
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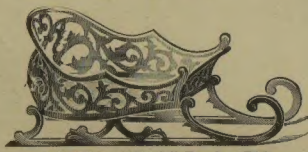
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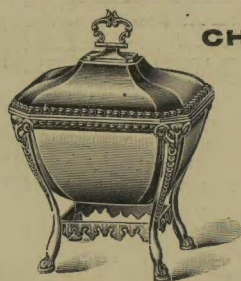
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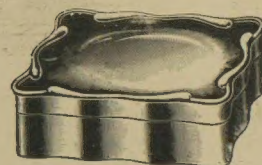


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WE INVITE ALL THE DEAF TO A FREE DEMONSTRATION at any time at our Offices.

## A MERRY CHRISTMAS TO THE DEAF

The greatest of all Christmas Joys is the gathering around the fire of those who have not met for months; the interchange of experiences; the asking and answering of numberless questions regarding mutual friends, and the endless exchange of chaff and banter so inseparable from holiday time. It is at such times that the deaf feel their affliction most keenly.

XMAS 1912 may be different from all former years, if the deaf will only test at once

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the little "pocket telephone," which magnifies the slightest sound, and MAKES THE DEAF HEAR. It is worn with perfect comfort, weighs but a few ounces, and can hardly be seen when in use. Send for descriptive booklet, post free, on application to AURIPHONES, Ltd., 5, Walter House, 478/422, Strand, London.

Agents: ARNOLD & CO., 8, Giltspur Street, London, E.C. AUSTRALIA: E. BOSCH, Martin Place and 111 St. Sydney. VACOMETER CO., 20, Weymouth St., Adelaide. WATSON BROS., Brisbane.

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(Continued.)

of the proportion of things. I should not have referred to it at all, except that it has been allowed to see the light of day in the correspondence columns of the *Autocar*. This letter sets forth the hardship entailed upon owners of obsolescent cars in having to pay the full amount of the tax levied under the Finance Acts, and I may say that I am entirely in sympathy with them here. For many reasons it is not fair that cars of more than four years old should have to pay at the same rate as those of modern date. But, for some quite unknown reason, the writers of the letter in question lay all the blame at the door of the Royal Automobile Club, and hold out the threat that unless they get a rebate of taxation in 1913, they will all resign their membership of the Club or bodies associated with it. I am by way of being somewhat rebellious where the R.A.C. or any other ruling body is concerned, but I do like to be a little logical in my rebellion against constituted authority. That, I am afraid, is not the state of mind indicated by the terms of the letter in question. I could understand it if the writers had threatened to do no more motoring, or to burn their cars; but why in the name of goodness do they blame the Club because the Treasury insists on its pound of flesh? The Club has made representations on the subject, pointing out the unfair incidence of the tax on owners of old cars; and what more it can do I fail to see. Possibly the authors of the letter expect the Club Committee to go down to the Treasury in a body, drag the Chancellor out of his office, and hang him to the nearest lamp-post unless he consents to reduce the tax.

#### "Ten Years of Motors and Motor Racing."

Mr. Charles Jarrott has sent me a copy of the latest edition of his book, bearing the above title, which has just been published by Grant Richards at the popular price of half-a-crown. To the motor enthusiast it is a book of surpassing interest: *blasé* as I might be supposed to be so far as motoring is concerned, I confess to having read and re-read the book until I almost know it by heart. The recent recruit to motoring will learn from its pages how strenuous a pursuit automobilism was in the pioneer days. The seasoned motorist will likewise find a lot to interest him, especially in the chapter dealing with Reminiscences. I think I found that quite the most interesting part of the book, for every now and then I came across roadside experiences of which I could say that precisely the same thing had happened to myself in the early days. But there is no need to pick out any part for special mention—it is all interesting, parts are thrilling, and it is written with a clear intent to tell the story of the first decade of motoring without embroidery or frills.

W. WHITTALL.

Living pictures in the home without lantern, screen, or artificial light, are now possible by means of the simple but practically perfect machine called the Kinora. The pictures are viewed in daylight or any ordinary light. Various models are made at prices to suit all pockets, from 5s. to £15 15s. A Kinora would be an addition to the

merriment in every home this Christmastide. It is a gift which is sure to please, and which will give lasting pleasure.

To any sportsman a welcome Christmas gift would be a Stevens No. 180 Single Barrel Hammerless Ejector Gun. This popular gun, which costs 42s., possesses a new cocking apparatus and an automatic safety device. Messrs. Stevens have been manufacturing rifles, pistols, and shot-guns at low prices for the last forty-five years. Their output is over 200,000 weapons per year.

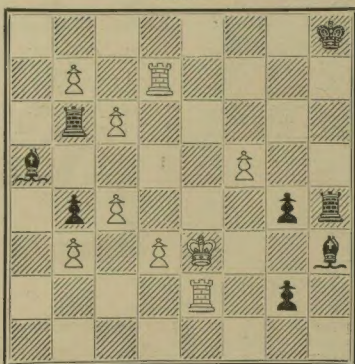
### CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

**CORRECT SOLUTION OF PROBLEM No. 3568** received from Laurent Changuion (Vredenburg, Cape Town); of No. 3569 from J. W. Beatty (Toronto), H. A. Seller (Denver, U.S.A.), J. Murray (Quebec), and C. Barretto (Madrid); of No. 3570 from V. A. Way (Doncaster), J. W. Beatty, J. Murray, C. Barretto, and S. Foster (Gibraltar); of No. 3571 from S. Foster, J. B. Camara (Madeira), T. Wetherall (Manchester), K. Romcke (Fredrikstad, Norway), J. Bailey (Boscombe), V. A. Way, J. Isaacson (Liverpool), and F. K. Pickering (Faversham); of No. 3572 from Rev. F. T. Shellard (Bristol), A. Perry (Dublin), J. Gamble (Helfaist), W. Lillie (Marple), F. R. Pickering, and Captain Challice (Great Yarmouth).

**CORRECT SOLUTIONS OF PROBLEM No. 3577** received from H. Grasset Baldwin (Brighton), W. Rest (Dorchester), J. C. Stackhouse (Torquay), J. Churcher (Southampton), G. Stillingfleet Johnson (Cobham), E. J. Winter-Wood (Paignton), J. Fowler, F. C. Osborne (Leytonstone), J. Willcock (Shrewsbury), F. K. Pickering, R. S. Nicolls (Willesden), Horatio Baxter (Layport), H. S. Brandreth (Cimiez), R. Worters (Canterbury), J. Gamble, Maassin (the Hague), J. Deering (Cahara), T. Wetherall, Captain J. A. Challice, and F. Hall (Putney).

PROBLEM No. 3579.—By T. R. DAWSON.  
BLACK.



WHITE.

From whichever of the four sides of the board White plays, he is to mate in two moves.

SOLUTION OF PROBLEM No. 3579.—By A. M. SPARKS.

WHITE

1. Q to K B 4th

2. Q, B, R, or Kt mates accordingly

BLACK

Any move

### SOME QUIPS AND HOLIDAY PROBLEMS.

No. 1.—By T. R. DAWSON.

White: K at Q B 2nd, R at K Kt 7th, B at K Kt 8th, Ps at Q Kt 4th, Q B 5th, K B 7th, and K R 6th.  
Black: K at Q R 8th, Ps at K R 2nd and Q B 6th.

White mates in two moves.

No. 2.—By T. K. DAWSON.

White: K at K sq, Q at Q R 3rd, B at K B 5th, Ps at Q B 2nd, Q B 3rd, Q B 4th, K Kt 4th, and K R 5th.  
Black: K at Q Kt 8th, Ps at K K 2nd and K R 3rd.

Add a B P (1) at K B 5th, (2) at K 4th, and (3) at K B 3rd.

White mates in three moves.

No. 3.—By THE REV. GILBERT DOBBS.

White: K at Q B 2nd, Q at K R 4th, Rs at Q sq and Q Kt 5th, Kts at K 3rd and K Kt 8th, B at Q 5th, Ps at K Kt 4th and Q B 6th.  
Black: K at Q 3rd, Kt at Q K 3rd and K R 3rd, Bs at K R 4th and K R 7th, Kts at Q B sq and Q R 6th, Ps at Q B 2nd, K R 2nd, K R 6th, and K 5th.

White mates in two moves.

No. 4.—By KOEHLER and KOCKERKORN.

White: K at K B 5th, R at K Kt 7th, B at K Kt 8th, Kt at K B 8th P at K 7th.  
Black: K at K sq, Kt at K R 2nd. White mates in three moves.

No. 5.—By G. STILLINGFLEET JOHNSON.

White: K at K 7th, R at Q 5th, Bs at K sq and K R 3rd, Kt at K 4th, Ps at Q B 3rd, Q Kt 6th, Q R 2nd, and Q R 4th.  
Black: K at Q B 3rd, Bs at Q Kt 2nd and Q R 6th, Kt at Q Kt sq, Ps at K 6th, Q 2nd, Q R 4th, Q R 3rd, and Q R 5th.

White mates in three moves.

No. 6.—By H. MAXWELL PRIDEAUX.

White: K at K R sq, R at K B 2nd, Bs at K B 4th and Q Kt 5th, Kts at K 7th and 8th.  
Black: K at K 5th. White mates in three moves.

Solutions will be acknowledged.

At the Savoy Hotel, the other day, a large and representative gathering of well-known scientists, food specialists, and public men assembled to hear from Mr. Eugen Sandow the first public particulars of his latest effort towards food reform, namely, his new Baking Compound. Among those present were the Right Hon. Sir Henry Dalziel, M.P., Sir Vezey Strong, Major-General Sir Alfred Turner, Sir Francis Trippel, Dr. C. Heydeman, Dr. David Knight, Dr. William Neil, and Mr. H. T. Cadbury. They witnessed a series of interesting practical demonstrations of what is claimed to be an epoch-marking discovery affecting the baking of bread, and incidentally to be equally beneficial when applied to such household luxuries as all kinds of cakes, pastries, etc. In proposing the success of "Sandow's Health Foods," Dr. Heydeman paid a high tribute to Mr. Eugen Sandow's national health work. In the course of his reply, Mr. Sandow said: "By remarkable scientific processes involving exhaustive experiments, and the overcoming of difficulties previously considered insurmountable, a baking compound has been produced which is extremely rich in phosphates, whose value in the daily dietary the medical gentlemen present would appreciate. Phosphates are essential to the building-up of the body and strength. For the formation of bone and muscle, and especially in the dietary of children, are these elements necessary. Unfortunately, it is not possible to prepare ordinary baking-powder in such a way as to embody the valuable nerve, brain, and body-building phosphates of the new Baking Compound. In fact, the process now invented involves the use of patented machinery of an extremely costly nature, and the making of a combined use of three patents and raw materials drawn from three continents."

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Those who suffer from pimples, black-heads and other disfiguring facial eruptions; red, rough hands, itching, burning palms and shapeless nails; dry, thin and falling hair, with itching, scaly scalps—all should make trial at once of Cuticura soap and Cuticura ointment. No other emollients cost so little and do so much. No others so pure, so sweet, so speedily effective, not only for these minor afflictions of the skin, scalp and hair, but for torturing, disfiguring eczemas, rashes, irritations, scalings and crustings, from infancy to age. Sold wherever civilisation has penetrated.

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The Reliable Family Medicine.

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OF ALL HAIRDRESSERS.

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Knife Polish

The Original Preparation for Cleaning and Polishing Cutlery, and all Steel, Iron, Brass, and Copper articles. Sold in Cansisters at 2s. 6d., & 1s. by Grocers, Ironmongers, Gilman, &c. Wellington Emery and Black Lead Mills, London, S.E.

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Have you tried it with the Cheese course?

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Famed for 40 Years.

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Highest Quality, Best Value, At Lowest Cash Prices.  
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Amethysts, Diamond Points, £5.	Illustrated Book No. 1 of Rings, (with size card) Post Free.		Ruby Centre and Diamonds, £10	Rubies & Diamonds, £32.